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Vol. CLXXIX No. 2338 WITH WHICH IS INCORPORATED THE GRAPHIC NOVEMBER 11 1944

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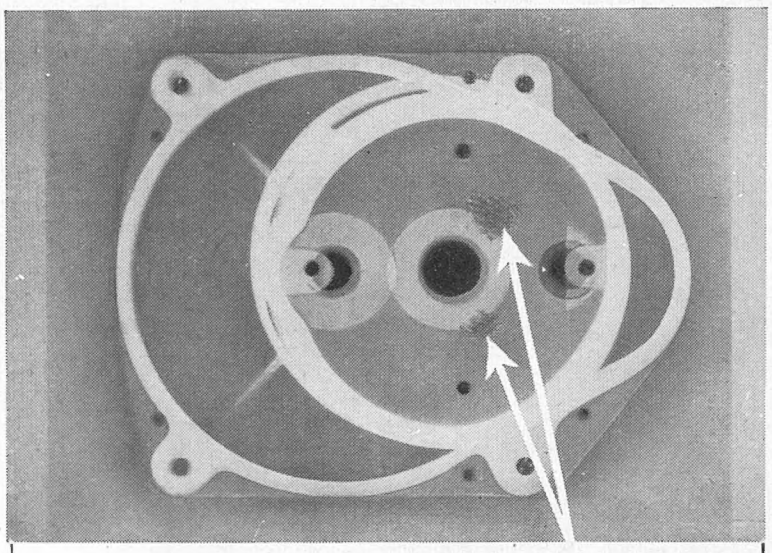

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Volume CLXXIX No. 2338 The SPHERE, London, November 11, 1944

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

FLUSHING IS CAPTURED BY THE BRITISH: THE TOWN AND PORT ON THE ISLAND OF WALCHEREN BEING CLEARED OF THE GERMANS after the landings of last week. Here British soldiers are moving through the streets in search of enemy snipers

The landings on Walcheren Island were made at two main points—Flushing and Westkapelle. At the former (a key point in the German defences along the Scheldt Estuary) strong resistance was encountered. The town was not greatly affected by the flooding to which other parts of the island had been subjected as a result of the breaking of the dykes by the R.A.F., and a large number of Germans tried to hold up the British advance. After fighting in the streets of the town, however, many of them were taken prisoner, including the commander of the garrison. Those who escaped retired on Middelburg, in the centre of the island, to carry on the hopeless struggle. By Friday of last week Flushing was to all intents and purposes firmly in our hands, with only a few scattered snipers remaining in the city: these were being quickly mopped up in the manner shown in the above picture. (See *also pages* 163-4 and 174-5)

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A WAR NEWSLETTER —No. 271

1, NEW OXFORD STREET, W.C.1.

Agenda for Christmastide?

—On December 25, 1943, we most of us expected that we were greeting the last war Christmas. It is a sombre truth which I have lately made much of. It is now clear that we are in for another war Christmas, and that it is likely to be usually warlike—at any rate, for our troops in Europe. This port of Antwerp is a tremendous prize, portent and pointer. The Scheldt estuary, which leads to its miles of sheltered, efficient docks, is practically clear of the enemy guns as I write. Soon enough, it will be clear of enemy mines. Then the great port will open up and fill up with the munitions of war. Hitler knows its value to us quite as well as Eisenhower. That is why he has tried as hard to refuse its use as Eisenhower to gain it. Eisenhower has won, and the portent and pointer are clear. Eisenhower has concentrated on this front, obviously because allied policy in grand strategy is *not to wait for spring*. The short way to the heart of Germany is across the width of Westphalia, and only the use of Antwerp can make possible the necessary build-up for such a drive, or maintain it when launched. Antwerp in use is the vital key to the locked gate to peace. Only through Antwerp and Westphalia can the Allies strike Germany in the heart before next summer. The Allies mean to try to finish this business without "going into winter quarters." The snags are many and stiff. The attempt is enormously worth while, if only that it will prevent the Nazis from taking a golden chance to reorganise and dig in, morally and materially. Through Antwerp we are to "keep them on the run," and the run *may* be a Waterloo run. Whether or no is on the knees of the god of battles. It is sound strategy by general consent, for by general consent the prolongation of this war is now costing civilisation a price it cannot much longer afford to pay.

To the End.—In a very short time now the war will enter the seventh year in the calendar—1939 to 1945 inclusive. I fancy that last Christmas not one in ten believed that we were in for another war Christmas. It looks now as if we shall certainly still be cleaning up in Europe in the spring of 1945, or even, *pace* Mr. Churchill to-day, in early summer. These are all solemn and sombre reflections. Hope deferred makes the heart sick, and a sick heart breeds petulance. So does intolerable physical suffering. Most of the nations in Europe this winter must endure sufferings, cold, hunger and disease, as great or greater than the sufferings of other war winters. For some, these sufferings will be alleviated by the return of some degree of personal liberty. Over all, the shadow of death and bereavement and impoverisation will still lie dark and heavy, and for all, the struggle for bare existence will remain urgent and hard. In these circumstances the minds of all citizens of every nation will be tinder for the fires of hatred, envy and malice, and the sparks of impatience and evil reports. Myself, I am very conscious of petulance; it seems to grow on me. The excuses are apparent to me, but not a justification. We are all sick of war, but the filthy business has got to be finished. We in Britain are in far better case than most European nations; we never totally lost our individual freedom, and relatively we come to 1945 less sick at heart and even less tired in body than the vast majority of nations. And the very fact that we have suffered only a partial eclipse of freedom affords us a peculiar excuse for petulance. As a general rule of war, the nearer men are to the crater edge of agony, the less they quarrel and grouse. Our love of personal freedom is admitted with envy and to our credit by other nations. We have been, and remain to-day, the protagonist in the age-old fight for personal freedom. Whenever the freedom of any humblest Briton has been jeopardised, we have closed our ranks and fought as one man to rescue him. To me, personal freedom, the right to think and speak and act as my reason dictates within the law, is the air I breathe. Without it, life is not worth living. War always imposes restraints on our hard-won charter of freedoms. We recognise the grim necessity, but I, and many millions like me, for ever challenge those restraints and seek to reduce them to the bare minimum of necessity. For ever we are alert to trounce redundant and unauthorised tyrannies. Whichever way we turn, we observe to-day, in the sixth year of war, increasing signs of petulance and bitterness in the efforts of nations, classes, parties and individuals to fight for their rights and defend their liberties and opinions. I would not have it otherwise in principle, but in practice I could wish that we could all employ the weapons of sweet reason and the gentler science of polite persuasion rather than the rapier of bitterness and the bludgeons of hate, at least in our campaigns, which are not directly concerned with beating the Germans and Japanese. Hate breeds hate and roots hate. Bitterness wounds and acerbates, and wounds are long remembered. Our present petulance postpones the day of conciliation, upon the dawn of which the future peace and prosperity of humanity wait and depend. For what is this Millennium, this dream of peace by the peoples in darkness, but the welding of all nations and classes into a Band of Brothers at last? If we can, henceforth to the end, fight manfully for our freedoms and our opinions, but fight with more civilised weapons rather than with bludgeons and edged tools, we shall stand a better chance to gain our ends on the long view. But it is very difficult. It is almost a counsel of perfection, as the end eludes us still. Indeed, this paragraph is rather an apology than a sermon.

Dare I Ask?—There are many questions which a diffident schoolboy (and even an Old Stager in journalism) dare not ask, for fear of revealing his gross ignorance of "common knowledge." Here are one or two on *my* list: I read that Britain is prepared to guarantee the frontiers of a new Poland. Apart from whether that guarantee will be a great comfort in the future to the new Poland, why (I long to know) is this return to Great-Power guarantees desirable or necessary, if (as we are told) the whole basis of world security against aggression is at last, and definitely, to rest on a League of all nations, great and small, which are nations of good will; a League which *this time* is definitely to have effective sanctions (a police force) against any aggressor? Why this hedging? Why this weak return to the bad old war-making diplomacy and balance? Why this compromise—with the one acceptable solution of recurrent war—before that solution is given a chance to prove itself? Or again (and more controversial): Why, if we mean *business* by this new League and Police Force, if it is not already dismissed as an impracticable ideal, why do so many clever men waste their time discussing the best means of rendering Germany harmless for ever by liquidating or educating her millions, by dismembering her component States, or by accomplishing a dozen other means of keeping her impotent? If this League of all sane nations and its combined military police force cannot do the business against a single nation (powerful, virile, bestial, and aggressive as it still is), once that nation has been forced to unconditional surrender, bled white, and totally disarmed again, what possible use is there in wasting time in creating that League and Police Force? Alternatively, if that League, etc., is still regarded as the Be-all of Peace and the End-all of War, why do so many clever men employ their time in devising a dozen supplementary safeguards against German aggression? And a third question, more controversial still: If it is established beyond doubt (as it seems to be) that every German is equally blood-guilty and every German 100 per cent. a murderer, a torturer, a thug and a thief, why do the parents of our prisoners of war hopefully still send parcels to their sons or derive any comfort from their letters, their accounts of theatricals and football, the photographs of groups published in P.O.W. news? They should know that all the parcels are opened (and eaten) by German Oflag officials, all the letters forgeries, and all the photographs faked. God knows that even without this "bitter certainty" that every Oflag is a torture camp, the distress of P.O.W. and of their relatives at home is sharp enough. My experience of life and my reading of the history of Europe in the last 150 years convince me that the world would have been a sweeter place if all Germans had been wiped off the face of the earth long ago, with perhaps a few poets and musicians excepted. This did not happen; it cannot happen now. In the circumstances, should we not even now approach the problems of German bestiality and the German menace with some faint sense of discrimination, of proportion and even of humour? From the above foolish question, it will be clearly seen (by my robuster critics) how very ignorant a schoolboy an Old Stager can be.

The Clammy Stranglehold.—I read and broadly sympathised with Lord Linlithgow's letter condemning the clammy stranglehold which the new Bureaucracy maintains upon the throat of the citizen. We have never questioned the wartime need of many restrictions, and an infinite labour of forms and safeguards and vexatious regulations. But whereas some departments have acted with consideration, others have gone on principles of tyranny and lack of sympathy and cast-iron obstruction—on the principle that the average citizen is guilty until he has exhausted himself in proving his innocence. And none more so than the authorities who control petrol allowances. The busy countryman, who has undertaken voluntary and yet essential work, has had the rawest deal from these authorities throughout the war. I do not know that Lord Linlithgow's conclusion is logical that these bitter experiences will tell against the Socialists in particular if they bid for power at the next General Election. It is the Coalition Government which has suffered the more gross and unnecessary forms of tyranny to continue too long, and that tars all Parties and all political programmes and condemns Bureaucracy for the sins of its minority. I feel sure that any Party which bids for power and which does not promise the liquidation of the "little Hitlers" of a redundant and entrenched Bureaucracy will whistle for votes and draw few citizens to the polling booths. The clammy hands of the temporary and now redundant bureaucrats have done more than squeeze the throats of decent citizens. They have dirtied the copybook of a decent and deserving State service. They have done something to invest it with the evil reputation of the Gestapo. And the country is beginning to turn against Bureaucracy and State control blindly and undiscriminatingly at the very moment when Bureaucracy's reputation should stand highest, if it is to administer vast new schemes of public welfare with public approbation and trust. On that trust and that approbation, the schemes themselves stand—or fall.

THE OLD STAGER

THE FUNERAL OF THE LATE ARCHBISHOP OF CANTERBURY, DR. WILLIAM TEMPLE, AT CANTERBURY CATHEDRAL: On Tuesday of last week Archbishop Lord Lang officiated at the funeral of his successor, Dr. Temple, in the Cathedral where the latter was enthroned little more than two years ago. This was the first occasion where a former Archbishop of Canterbury has attended the obsequies of his successor. This impressive picture shows the floodlit coffin draped in purple and gold, while beyond the bier and before the high altar are the Archbishop of York, Dr. Garbett (left), the Dean of Canterbury, Dr. Hewlett Johnson (centre) and Archbishop Lord Lang of Lambeth (right). In the choir stalls were represented the councils of the nation. Mr. Attlee, Deputy Prime Minister, attended for the Lower House, twenty-four bishops came from all over England, and two U.S. bishops witnessed to the sympathy of America

ASSAULT CRAFT LEAVING BRESKENS HARBOUR (on the south side of the River Scheldt estuary) FOR THE ATTACK ON WALCHEREN ISLAND. The landings were carried out at two points and both were successful. At Westkapelle the British landing craft sailed in through the gaps torn in the dykes by the R.A.F.

THE LANDING ON WALCHEREN

At Dawn on November 1

British Commando troops, with British and Canadian infantry, landed at two points on the island of Walcheren, to wipe out the last enemy strong-point barring the way to Antwerp. By dusk on the same day most of Flushing was in our hands; Westkapelle, the westernmost point of the island, had also been captured by Marine Commandos; and a bridgehead 3,000 yards long to the south of the town was being held. Later, the troops were reported to be fanning out over the flooded island and meeting with desperate German resistance, although Flushing was very soon in our hands. The operation involved 200 ships under the command of Admiral Ramsay, the warships including the battleship *Warspite* and the monitors *Erebus* and *Roberts*

STORES BEING LANDED NEAR FLUSHING AFTER THE LANDING. The landing craft left Breskens and then had a straight run of three miles across the Scheldt estuary. The Commandos clambered up wooden breakwaters to the quay with no opposition, and they were followed a little later by troops bringing in supplies

TROOPS WADING ASHORE NEAR FLUSHING: They ran into a little landing beach 120 yards wide. There were a few underwater obstacles, but the beach itself was not mined

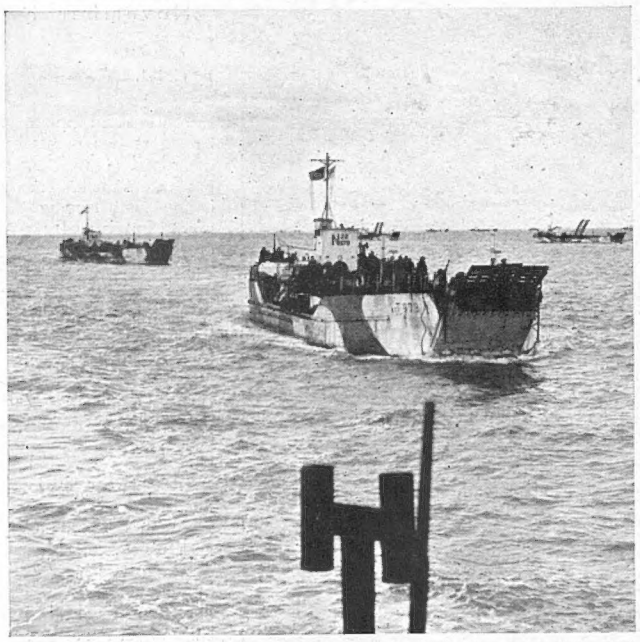
SOME OF THE FIRST PRISONERS CAPTURED AFTER THE LANDING: The landing craft which had brought the first-comers were filled on the trip back with prisoners taken in the initial operations

THE BEACHHEAD SCENE AT WESTKAPELLE, AS TANK LANDING CRAFT APPROACHED FOR THE SECOND INVASION OF WALCHEREN. In the background an enemy strong-point is on fire

THE BRITISH LANDING AT WESTKAPELLE

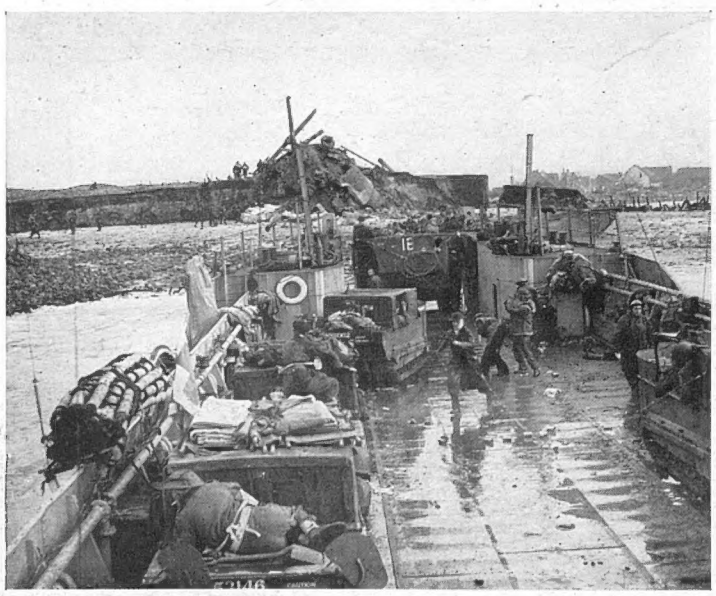
On the Island of Walcheren

The final phase of the battle to free the approaches to the Belgian port of Antwerp began on November 1, when Royal Marine Commandos landed at dawn at Westkapelle, the westernmost point on the island of Walcheren. By dusk the town had been captured and a bridgehead 3,000 yards long to the south had been established. From this bridgehead the Commandos pushed north and south the next day along the dyke beside the sea to Domburg and Zoutelande. Gradually they knocked out the big guns which had been threatening the Scheldt shipping, and then closed in on Middelburg, in the centre of the island

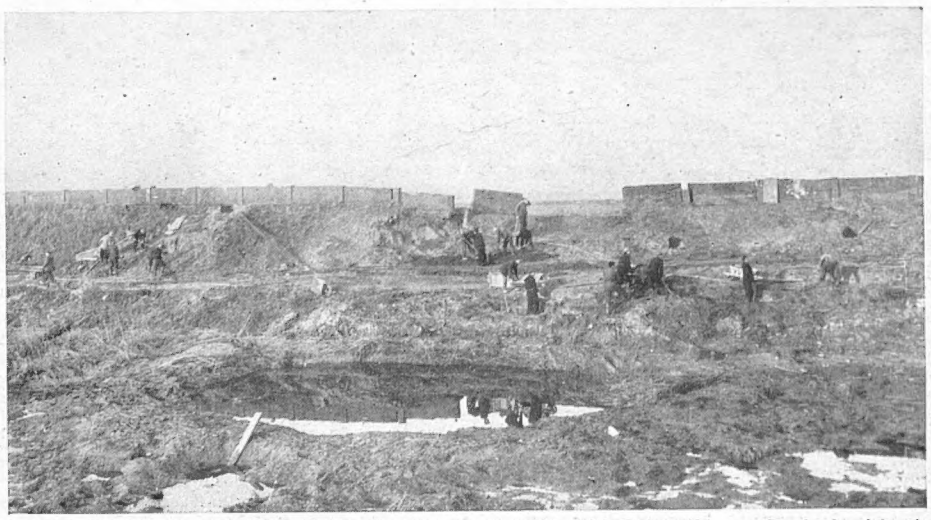


HOW THE LANDING CRAFT CROSSED THE SCHELDT ESTUARY FOR WESTKAPELLE. These craft carried the Royal Marine Commandos who landed on the west of the island

THE APPROACH TO THE ISLAND WAS MADE IN THE FACE OF THE GERMAN SHORE BATTERIES AND THERE WERE SOME CASUALTIES. Here a rescue landing craft is going to the aid of a burning vessel hit by enemy shells above the water-line



THE SCENE AT THE BEACHHEAD as Royal Marine Commandos drove their amphibious fighting vessels ashore from the landing craft. Behind is a part of the island's damaged sea-wall



A HOLE BLOWN IN THE DYKE-WALL BY THE R.A.F. NEAR KRABBENDIJKE, to flood the island and to prevent the German garrison from getting out. Repair work on the wall was already in progress when this picture was taken

THE LIBERATION OF GREECE

The British Entry into Athens: and the Blocking of the Corinth Canal by the Germans

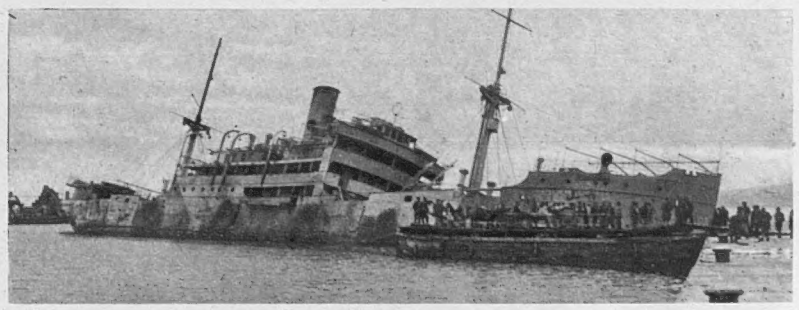
IN LIBERATED ATHENS AFTER THE ARRIVAL OF THE MAIN BRITISH FORCES ON OCTOBER 14. The tremendous welcome given by the populace as paratroops entered the Greek capital whilst British Spitfires roared across the sky overhead

Late at night on October 13 a party of British troops boarded a Greek caique and entered the capital. At that moment the last German troops were leaving and the people of Athens were not aware of the presence of the British. By dawn on October 14, the photographer who took this picture was in the streets of the city, where life was proceeding normally as during the past 3½ years of the German occupation. Street-cleaners were at work and the first labourers were on their way to factory and mill—otherwise there was little sign of life. Then British paratroops made their entry: they had briefly occupied Megara on the 14th, made a forced march, and then a sea voyage to Skaremangea: from thence they were moved by Greek motorised transport to Athens. After an hour's rest the men marched through the city and occupied the Goudhi Barracks on its eastern edge. As the paratroops entered, one vast roar of welcome went up from the waiting crowd. As Spitfires flew overhead, the roar rose to a shriek. There were numerous patriotic processions, and the British troops were mobbed and swept off their feet by the excited crowds

THE GREEK FLAG IS HOISTED OVER FREE ATHENS: The Prime Minister, M. George Papendreou, and members of the Greek Government landed on Greek soil on October 18. After landing, the party motored to the Acropolis, where the Greek flag was raised over a free capital. The Prime Minister was received with tremendous enthusiasm by the population: above he is seen (with Lieut.-General Ronald Scobie, the Allied Commander in Greece) inspecting the Guard of Honour on the quayside at Herakles

HOW THE GERMANS BLOCKED THE CORINTH CANAL: Looking towards the Aegean Sea, with the sunk merchant ship "Vesta" blocking the canal entrance to render it impassable to British shipping and transports

On left—**AS BRITISH TROOPS MARCHED THROUGH ATHENS. The children of the city turn out with many home-made flags, hurriedly prepared overnight, to greet the forces of Liberation**



A CLOSE-UP VIEW OF THE MERCHANT SHIP sunk at the Aegean entrance to the Corinth Canal: Before evacuating the Peloponnese the Germans blocked the famous canal connecting the Gulf of Corinth with the Aegean Sea in an attempt to render it impassable to the Allies. As well as heavily mining the approaches, they also blocked the entrance at the Aegean end with a merchant ship from the Piræus—the s.s. *Vesta*, of 3,350 tons (shown in the above picture). It was also discovered that both road and rail bridges over the canal were destroyed and the waterway blocked by two landslides: in addition, pontoon-bridges and piers were destroyed and ferries sunk

The LIBERATION of GREECE

(continued)

The Naval Operations in the Aegean Carried Out by the Allied Fleets

—With Two Special Sphere *Pictures*

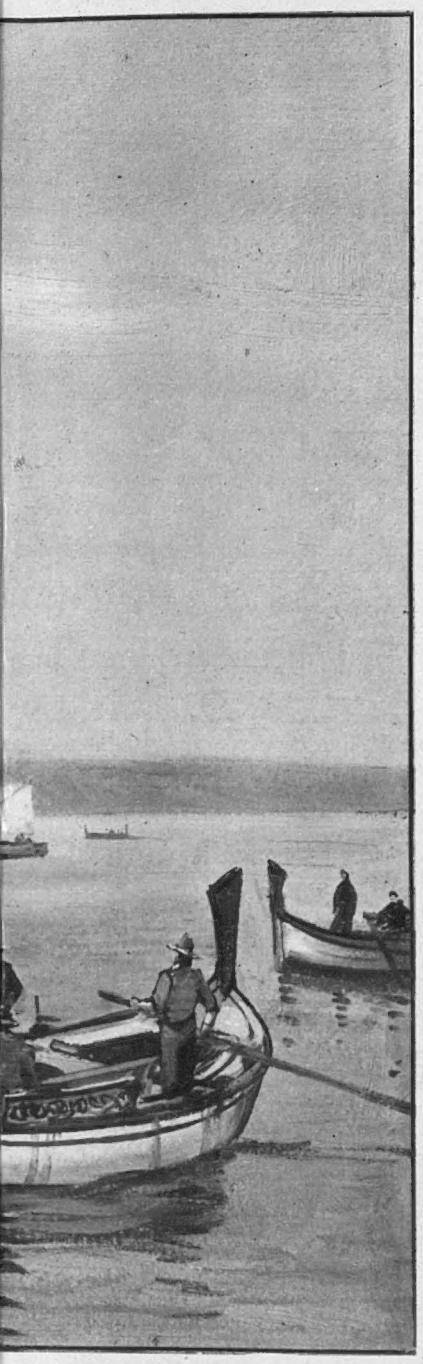
H.M.S. "AJAX" LYING OFF THE ISLAND OF SANTORIN AFTER THE GERMAN GARRISON HAD SURRENDERED TO THE BRITISH CRUISER. Santorin lies to the north of Crete: it is only one of many islands in the Aegean Sea liberated by vessels of the Royal Navy. "Ajax" is a Leander-class cruiser of 6,985 tons, armed with 6-in. guns—*Drawing by Montague Dawson*

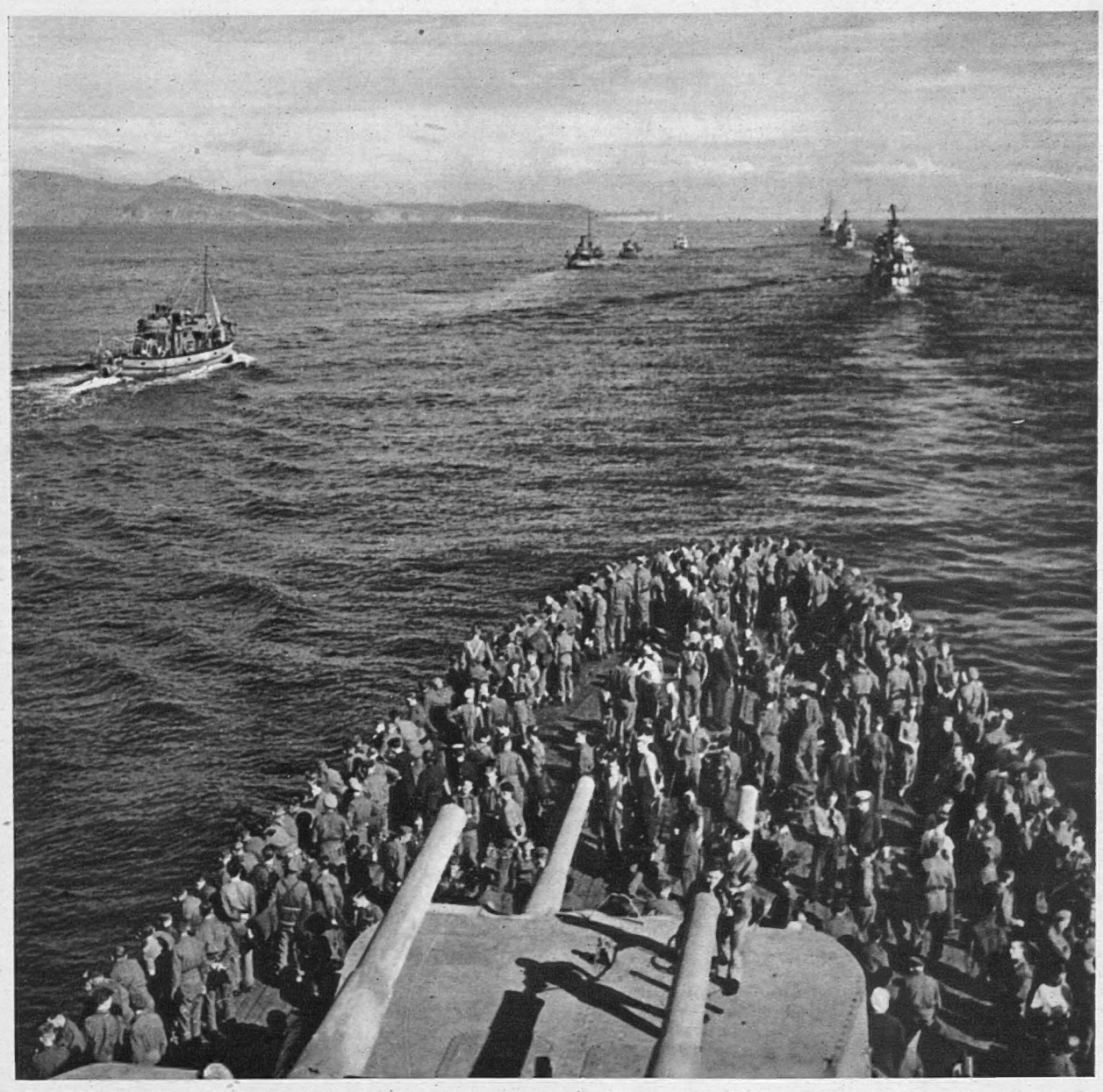
Among the numerous islands which stretch south-eastwards from the mainland of Greece is one known variously as Santorin or Thera. Santorin is the name more generally known to English travellers and readers—the name is a contraction of St. Irene, who was martyred there in A.D. 304. It is the most southerly of the group known as the Cyclades. Its liberation was effected a few days ago by a British cruiser, H.M.S. *Ajax*, another page being added to the highly-creditable career of that notable vessel. The occupation appears to have taken place without serious trouble; the inhabitants of the islands have everywhere assisted the work of the Allies, notably in giving information as to enemy positions. In accomplishing this task, the cruiser had to enter one of the most astonishing harbours of the whole Mediterranean. The little group of islands which form Santorin are of volcanic origin, and the water between some of them is quite hot and sulphurous, and pumice stone may often be seen bubbling up in the water close to the main landing-place. The white houses climb up the hillside in picturesque fashion. Steep mule pathways lead to the upper ridge, from which a delightful view of the surrounding islands and the Aegean Sea is obtained.

H.M.S. *Ajax*, one of the Leander-class cruisers, was laid down by Vickers-Armstrong in February 1933: she was launched in March 1934, and completed in June 1935. She has a length of 530 ft. and a displacement of 6,985 tons; her complement is 550. She cost just under £1,500,000 to build. For armament *Ajax* carries eight 6-in. guns, eight 4-in. anti-aircraft guns, and a number of smaller weapons. The 6-in. guns were the first of an entirely new model. The speed of this fine cruiser is 32½ knots

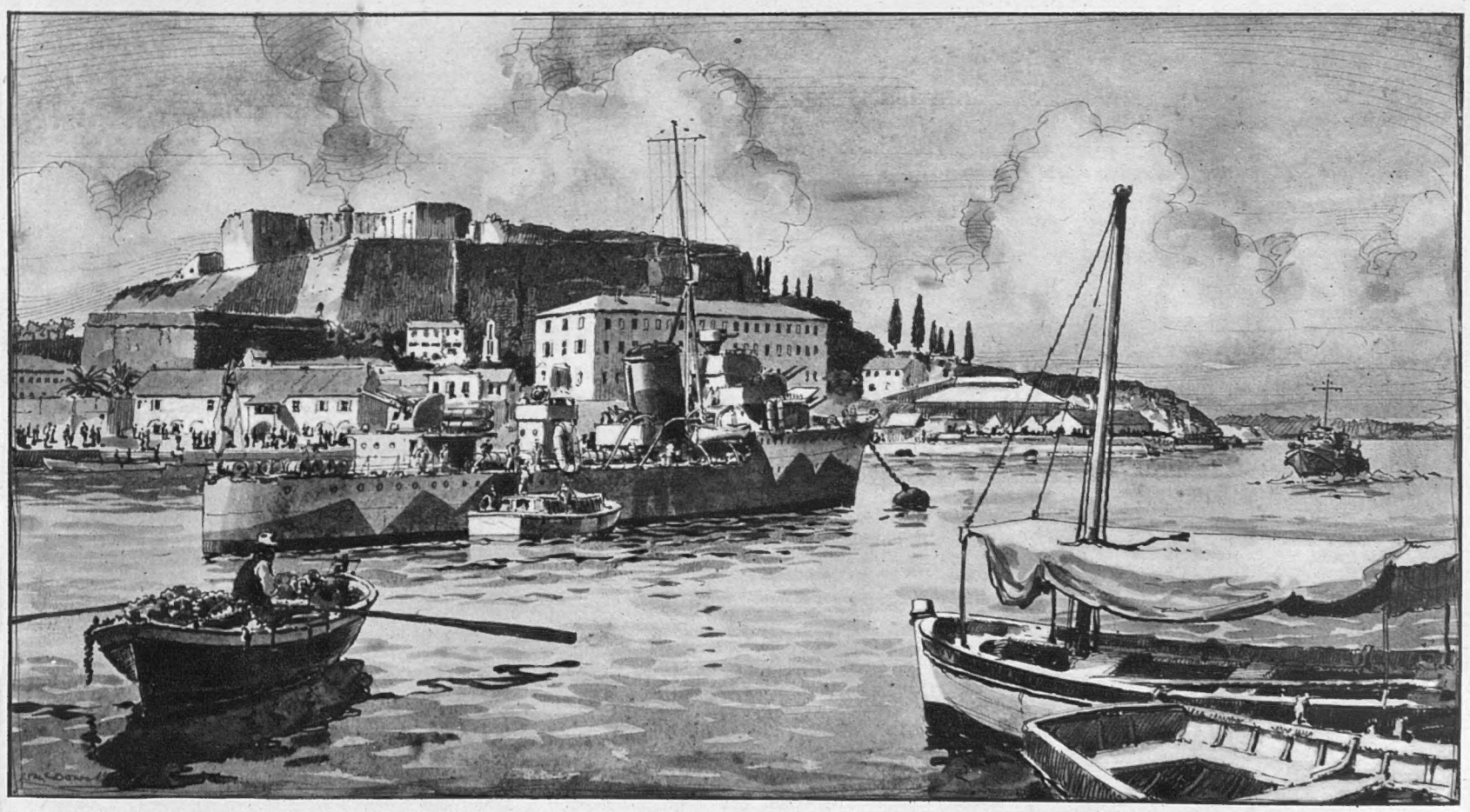
BRITISH TROOPS GOING ASHORE AT CORFU: Commandos who had captured Sarande, on the Albanian coast, land from a Tank Landing Ship on the island on October 13 to effect its liberation

GENERAL KAUNAS, COMMANDER OF THE TENTH NATIONAL PARTISAN DIVISION, which has liberated several towns in Greece, arrives on the island of Corfu on October 18





HOW THE BRITISH NAVY RETURNED TO GREECE : Units of the Royal Navy, with British troops aboard, sailing into Greek waters as part of the force bringing in supplies and driving out the Germans. The Allied Fleet, consisting of about 150 warships and including units from Britain, Canada, South Africa, Greece, France and Poland, has taken a large part in the liberation of the islands of the Aegean. It has been under the command of Rear-Admiral Troubridge and has not only carried land forces to Greece, but also supplies and all kinds of commodities for the islanders



THE ISLAND OF CORFU IS CAPTURED BY THE BRITISH : A "J"-class destroyer at anchor in the harbour, while a British M.T.B. enters with news from Sarande, the port on the Albanian mainland, which is also in Allied hands—*Drawing by Wm. McDowell*

On October 13, after capturing Sarande, on the Albanian coast, and thus cutting the German escape route from Corfu, British Commandos crossed from the mainland in a Tank Landing Craft. Troops who had entered the town of Corfu the previous night had found it clear of the enemy, but there were still a number of German soldiers (about 100) in the north of the island : cut off from all hope of escape as they were, however, it was not long before they surrendered. The British troops received a great welcome from the civilian population and the Partisans, many of whom had suffered grievously at the hands of the Germans during the years of occupation. Corfu is the most northerly and largest of the Ionian Isles : it is separated from Albania by the Channel of Corfu. The "J," or Javelin, class of destroyers are vessels of 1,690 tons : they are armed with 4·7-in. guns and carry a complement of 183. Their speed is 36 knots

PREDICTING CAN BE MORE THAN FOOLISH

The Hopes and Disappointments of Recent Months, and the Reactions They have Caused Amongst the Peoples of Britain and America.

By FERDINAND TUOHY

ONE does not have to circulate long in London these days to be conscious of an atmosphere of disappointment. So many people had thought the war against Germany would swing to its close with the late autumnal leaves. Instead of which, they find themselves faced by what may be the dourest of six war winters, though not the most dangerous. In perfect harmony, the B.B.C. has elected to give *Bleak House* until Christmas.

Now this disappointment may not be a serious thing in itself. The wheels will go on turning as before, the will to continue is not affected. On the other hand, it is not a phenomenon that one would like to see repeated next spring or summer. Plainly, these psychological ups and downs can be no good thing amid the uncharted gloom of total war, and the least a repetition might promote could be an inclination to unsteadiness.

For a glimpse of what this unsteadiness can mean, you have only to turn to America. Americans are constitutionally impatient of the ticking minute. Life is a perpetual race ahead, its constant theme a kind of Get-Thee-Behind-Me-To-day. There 's no use in blaming the headlines : it 's in the people. And it came out with a wallop recently, even to the extent of a huge discussion on how to behave on V-Day, which seems to have terminated in the query : Shall we stagger joy ?

More pertinently, one reads that " millions of Americans were waiting for the victory sirens to blow and this attitude has proved bad psychologically for the conduct of the war. While it is hard to trace cause and effect, it may have been responsible for some diminution in the war effort. Labour shortage in some areas became more acute as workers began to migrate to their homes in search of more permanent jobs. Both Arnhem and Aachen were deep disappointments to the American public."

The tremendous blare of publicity that has surrounded this war is, of course, the basic cause both here and in America. The symptom is so pronounced that a certain campaign will think itself left out in the cold and exaggerate its own affairs. There is inter-Allied competition, and it does not just spring from the war correspondents and radio commentators, who leave little doubt that on certain occasions they reflect the minds of the military on the spot.

What can have more incisive effect on the public mind than a dramatic close-up talk from the battlefield when it sings of slashing victory ? A score will draw conclusions from it where one will take the trouble, or will be in a position, to study a careful written comment the next day.

Or there is such a thing as headline reading only, becoming more widespread as the war drags out ; so much so that it is my conviction that the main future corrective our Press needs is more careful headline writing.

What I am getting round to is that we are all in this disappointment business, not only those whose profession it is to report, as a good many of the public would have you believe. A mixture of ingredients has gone into the pie of disappointment. Commanders and diplomats, week-end orators and visiting war figures, foreign statesmen and the public itself, understandably aching to clutch at the rosiest appreciation, tired of having hot and cold douches thrown over it, contributed to the surge of optimism that grew out of the electrifying events of August and September on the Western Front.

It is not fair to point to the war reporters and say, " They kept telling us it was all up with the German Army ! " Some of the correspondents, thinking in terms of swift desert " packing up," did exultantly cry " curtain ! " and they 've been trying to get out of it since. But more of the fraternity were careful to hedge at the time. If false hopes were raised, one would, I imagine, have to look to more exalted quarters.

Predicting in wartime by men high up on the inside of events offers an interesting study. There is an undoubted connection between it and the current disappointment, yet one is far from saying that it hasn't its uses. In the hands of men possessing the requisite antennæ, it can be a conquering spur. The trusted commander pronounces, " We shall win by Christmas," or he may add the rider " provided we all pull our utmost." Even if we don't win by Christmas and have all pulled our utmost, that is not to say the prediction may not have had its uses. For all we know, it may have provided just the extra spur to the winning of a battle which would not otherwise have been won.

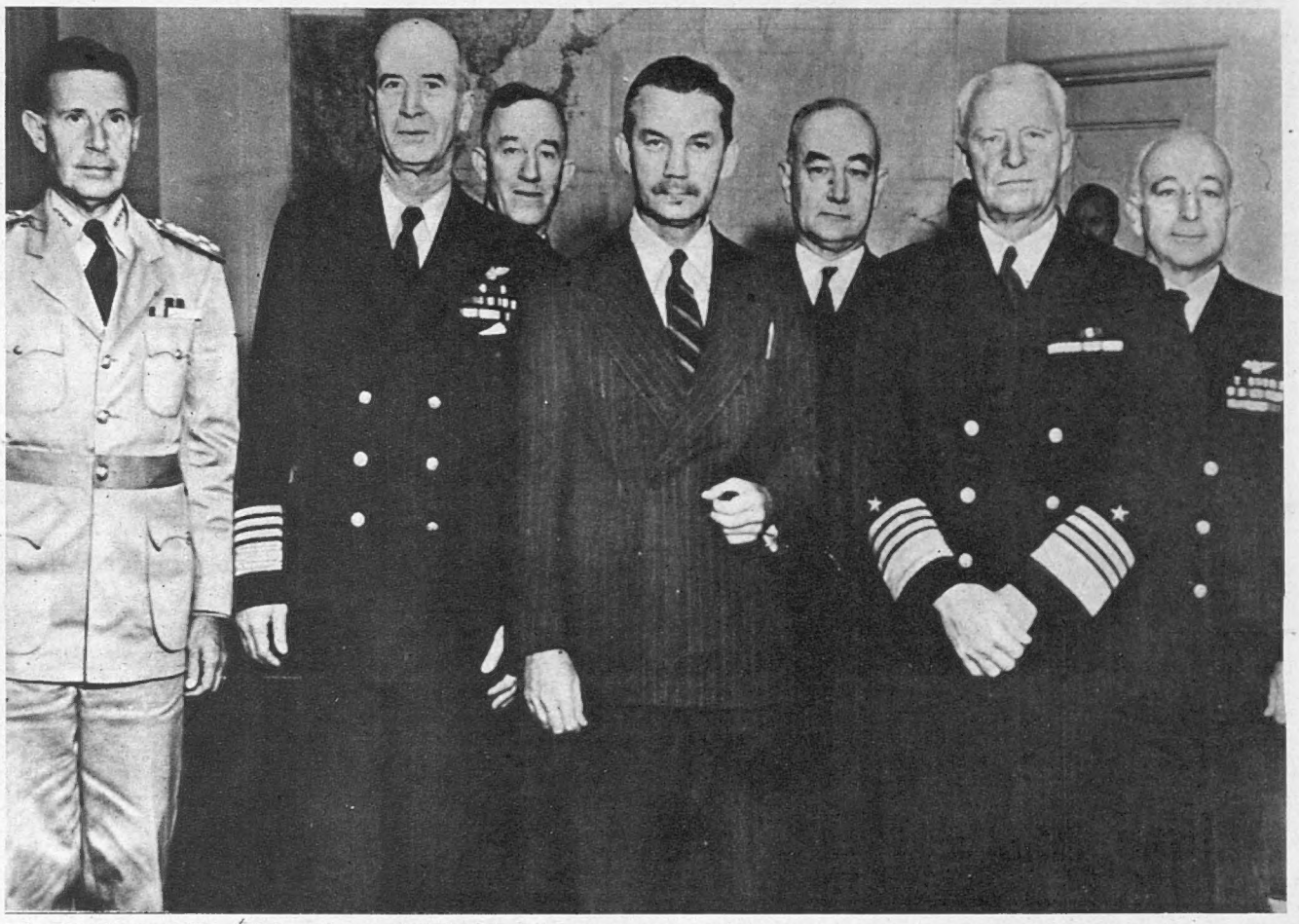
What can be confidently said, is that predicting the outcome of operations is a stratagem to be recommended only for the very rarest use in the surest, most necessary circumstances. Secondly, that men with the ear of the crowd have succeeded in upsetting the public's grasp of events by dabbling in prophecy when there has been no call for them to do so. Some have even given valuable information to the enemy in the process of gratifying their own desire to be on view. It has been a pleasure to keep a little file of these soothsayings upon high, ever since the summer of 1941, and the temptation is strong to quote from it here. Some probably deserve it. But others certainly had purer motives. The extraordinary thing is that these gentlemen did not see fit to take a cue from their own big chiefs, each of whom notoriously avoids predicting. Glancing through some of the Army and aerial predictions, one understands why the Royal Navy clings so obstinately to its silence. Though it is an international list, civil as well as military. One sympathises with the hard-pressed compatriots of one statesman, who prefers reiterated prediction to exhortation that they stand firm. But if you really want to be convinced that predicting in this kind of war is a mug's game and liable to be injurious, then there 's nothing better than the sustained records of a touring envoy and a week-end, domestic orator. No wonder quite a few don't know what to believe—whether this is " the last lap " or if there is " a long and stern struggle ahead." Londoners, in particular, have cause for complaint, for they have suffered, not only from prediction, but from auspication, which comes under " prediction " in the dictionary and can hardly mean anything else but the foretelling of auspicious happenings which did not come off—like the clear intimation that London would not have another black-out winter and the premature obsequies of the flying bomb.

This auspicating is all part of Londoners' disappointment to-day, and a less tired city would be up and demanding the recompense of less austere treatment than other cities, as London's is to be much the dourest winter ; more necessities in the shops, more rations, more clothing, more to drink, more buses, more turkeys, more lighting, more petrol. Some of these things could, without the slightest question, be introduced into London and, far from lengthening the war, would operate to sustain the capital that has had most and stood it longest. Some of London's disappointment could be remedied if Austerity Dora were shown up for what she partly is at this time of day : an unjustified visitation upon the many by the strait-laced few. As for avoiding further disappointment over the run of the war, one way is firmly to discourage auspicators of no matter what station. This is not done at present, as I can testify. When I go to London, the stock question is : " Well, *now* when d 'you think it will be over ? " The invitation is clear. You are expected to name a month, and jolly soon. That would be welcome. What would not be welcome—what would not be listened through—would be the following long-winded, but truthful, reply :—

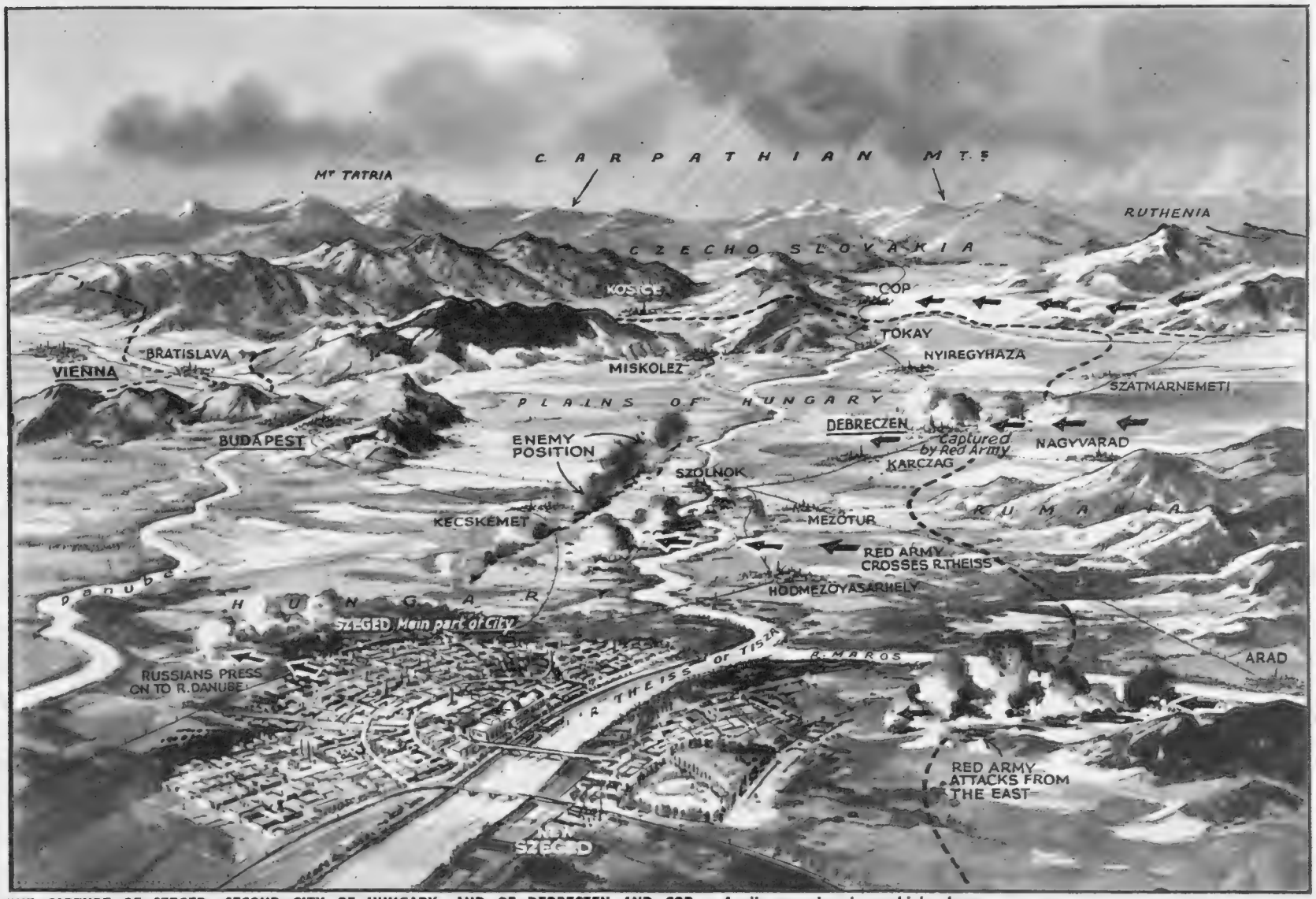
" There are too many things I don't know the answer to, for me to form an opinion. There's the weather. It seems that a slushy winter, if the men can stand it, will expedite matters over frost making the roads slithery for supplies. There 's the crucial question of German oil. Who can be sure of what they 've still got, if unjustified past optimism is borne in mind ? There 's the degree of chaos the Germans may contrive to leave behind them, and which will hold up the Allied commanders according to the thoroughness with which the enemy do the job. There 's the unknown quantity of the Wehrmacht's surviving fighting powers in the West and how far it may be supported by the last mass levée-in-arms.

" There 's the equally unknown factor of how far boys, millions of them, may manage to impede operations. There 's the question-mark as to whether the Germans really do intend to suffer each of their cities to be ' Aachened.' There 's the jet plane and whether it can be turned out in sufficient quantity to protect Germany and even attack Allied countries. There 's the possibility that flying bombs will be turned heavily on France, Belgium and Holland, and the effect this might have on the populations, added to Fifth Column wrecking and terrorism. There 's the faith the German troops have in new and more terrible V weapons. There 's . . ."

By this time—naturally—I would be alone.



THE AMERICAN NAVAL CHIEFS HOLD A CONFERENCE ON THE QUESTION OF JAPAN : This group met recently in San Francisco to map the new strategy in the Pacific against the eastern Axis partner. From left to right are—Admiral Raymond A. Spruance, Commander of the U.S. Fifth Fleet ; Admiral Ernest J. King, Commander-in-Chief of the American Fleet ; Vice-Admiral C. A. Cook ; Mr. James Forrestal, Secretary of the Navy ; Vice-Admiral Randall Jacobs, Chief of Naval Personnel ; Admiral Chester Nimitz, Commander-in-Chief of the U.S. Pacific Fleet ; and Vice-Admiral Aubrey W. Fitch, Deputy Chief of Naval Operations



THE CAPTURE OF SZEGED, SECOND CITY OF HUNGARY, AND OF DEBRECZEN AND COP: A diagram-drawing which shows where the main attacks of the Red Army have taken place and how the line of the Danube is being threatened by the Russian columns advancing from the east

—Drawing by E. G. Lambert

The RUSSIAN ADVANCE into HUNGARY

Where the Red Army has Closed In on the Danube and on Budapest

The war on the East Front is being carried out on an unprecedented scale. For hundreds of miles the battle rages, right down to the Hungarian Plains. Last week we gave a diagram-drawing of the East Prussia area: to-day we switch to the south, to show the inroads made by the Red Army in their drive towards Budapest, the River Danube, and, ultimately perhaps, Vienna.

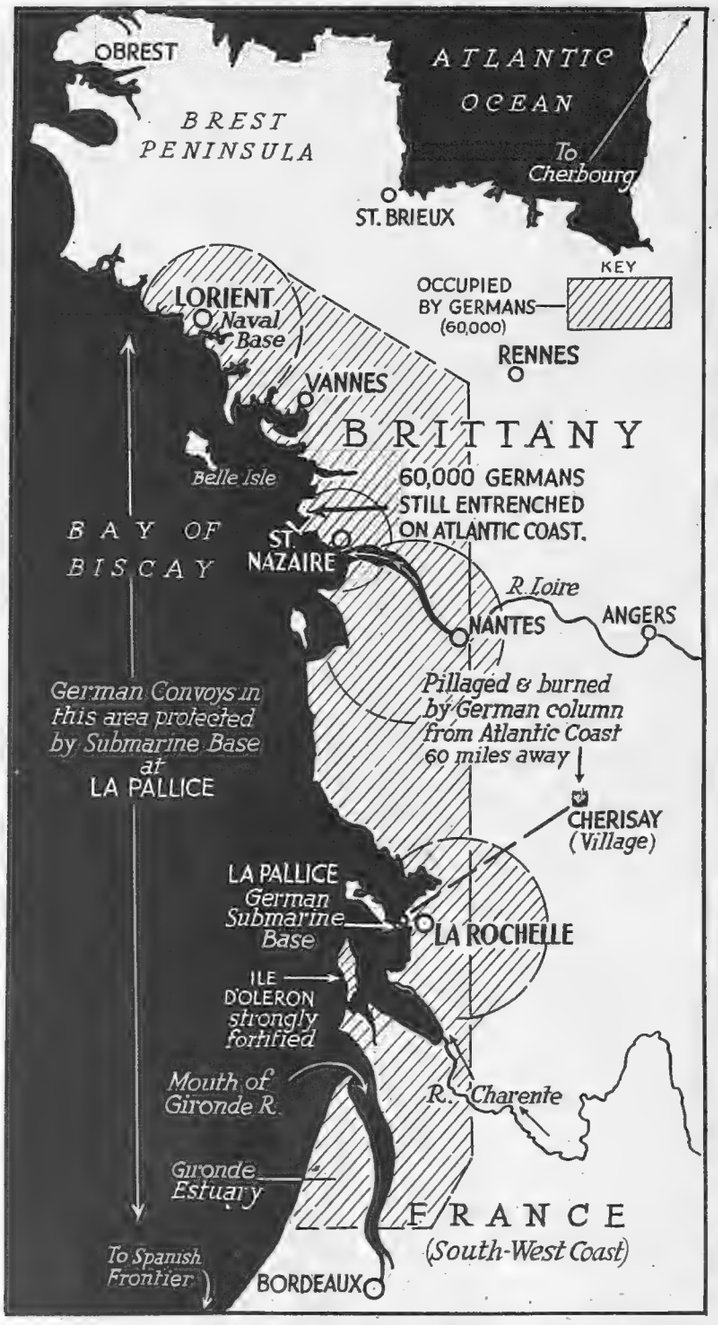
Moving from the west, Szeged was captured some three weeks ago. Since then further advances have been made, and the River Danube actually reached by the Russians. Szeged is the second city of Hungary and an important commercial centre. Debreczen, too, is another important city; it is regarded of great strategic importance as a communications centre, whose capture has deprived the Germans of almost all opportunity to manœuvre from north to south.

Further to the north the railway junction of Cop has fallen to the Red Armies. This is an important railway junction near the point where the borders of Slovakia, Ruthenia and Hungary meet. It is 15 miles south of the capital of Ruthenia, the capture of which was announced on Friday, October 27.

A SCENE FROM THE NORTHERN SECTOR OF THE EAST FRONT, where the severest fighting continues even during the night: German flares are lighting up the foremost front lines as the Russians press home a heavy attack

THE RUSSIANS ARE REBUILDING THE FAMOUS DNIEPER DAM: *On left*—repairing the metal constructions. *On right*—a party of steel-workers replacing the girdering demolished when the Russians abandoned the dam in the winter of 1941

Both inside and outside the U.S.S.R. the Dnieper Dam symbolised, as nothing else, the industrial might of the Soviet people. This mightiest hydro-electric station in all Europe, half a mile long and 210 ft. high, which had consumed 2,000,000 tons of material in the building (which began in 1927), had the enormous capacity of 810,000 h.p. The famous dam was twice destroyed. When the Germans took it in the terrible winter of 1941, the retreating Russians in their "Scorched Earth" policy blew up vital parts; the Nazis tried hard to restart it, but before they had succeeded they were driven out of the Ukraine, and in retreating they did their utmost to destroy the dam for good. The Russians returned to what remained of the "Dnieprogres" in the victorious advance of the autumn of 1943. At the first opportunity work was started on the reconstruction of the dam. Now rebuilding is far advanced: the two radio pictures above show the present state of progress



THE STRANGE SITUATION ALONG THE BISCAY COAST, where the big French ports from Lorient down to the Gironde are still held by the Nazis and where they still control great areas of the country

GENERAL DE GAULLE HOLDS A RARE PRESS CONFERENCE IN PARIS: This was the first to be held after the General's Government had been officially recognised by the Allies. It was conducted in a red carpeted salon of the Ministry of War, and was attended by 200 French and Allied journalists. During the course of the conference General de Gaulle discussed many matters regarding French and Allied collaboration, and he paid particular attention to the Germans who still remain in occupation of the Atlantic coast

THE SCENE WHICH CONFRONTED THE ALLIES WHEN THEY ENTERED THE PORT OF BOULOGNE: This picture shows the devastation among the docks and warehouses in part of the harbour after German demolitions had completed the destruction caused by Allied bombing raids. The port was finally cleared of the enemy on September 22, and Allied forces at once began the task of putting the installations into order again

THE GERMANS ARE STILL IN FRANCE

And 60,000 Strong

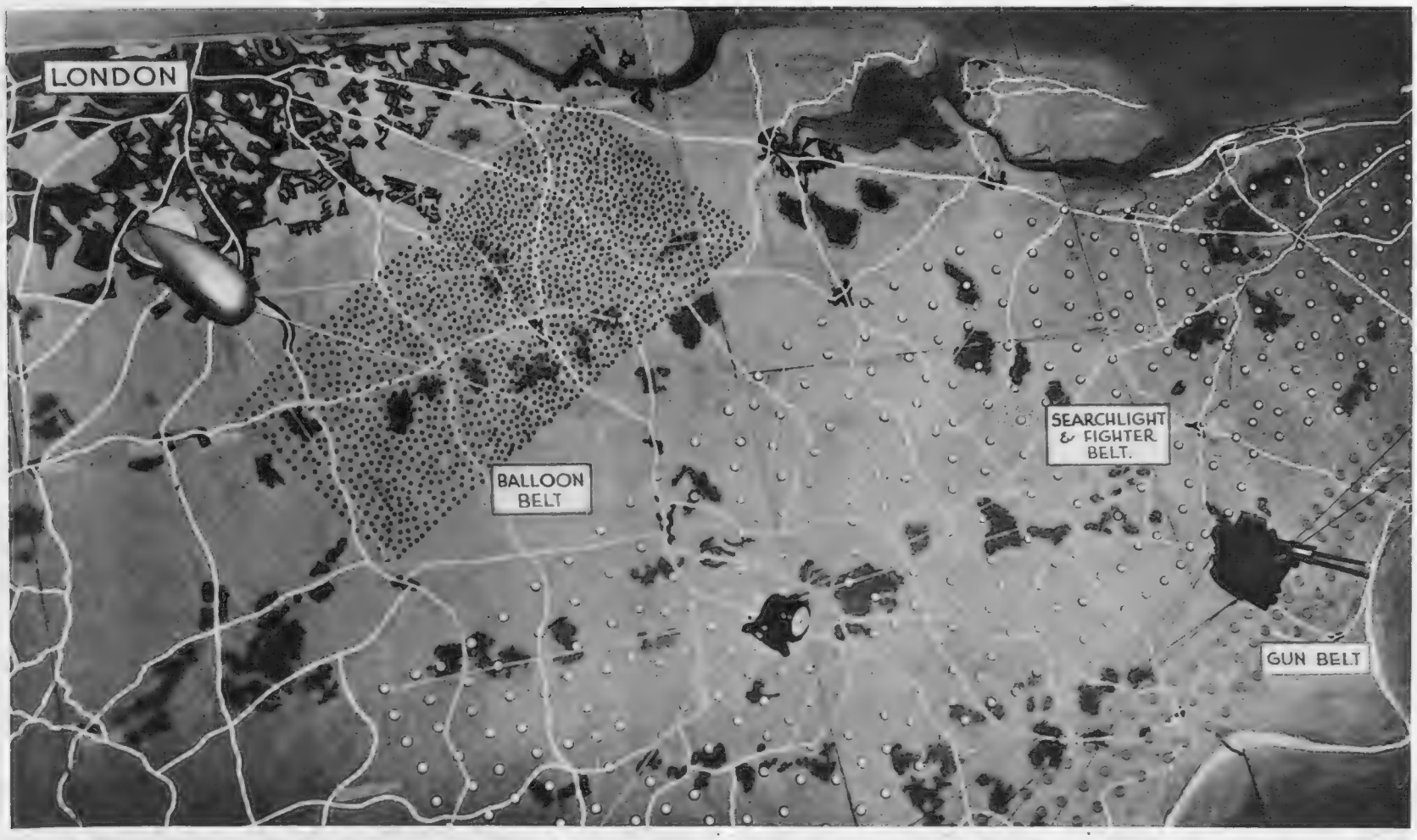
Many months after the so-called "Liberation of France," it will doubtless come as a blow to many English people to realise that the Germans have not—everywhere—been forced to surrender in that country, or to evacuate the ports and harbours. Along the Atlantic coast a force of some 60,000 Germans still remain in possession of practically all the towns and harbours from Lorient down to the Gironde Estuary.

After the Americans had gained possession of Brest, the Allied columns swung south—but not for long. Soon they had turned due east, pursuing the Germans towards Paris and then on to the German borders. The task of subduing the Germans who now remain on the Atlantic coast has thus become a matter for the French themselves. It has been reported that the Germans are strongly dug in and that they have ample provisions. Communications with Germany are still maintained both by air and by sea, and several times weekly planes land at night: these carry urgently-needed stores and even small tanks and howitzers. Other planes drop supplies by parachute. Out at sea German forces move freely, protected by the submarine base at La Pallice.

Facing the Germans are the forces of the F.F.I.; but the latter are badly equipped and they can do little beyond keeping the Germans within their fortified areas. Frequently the enemy make armed forays into the interior.

WAAFS STATIONED NEAR PARIS VISIT THE CAPITAL. These two girls are seated at a café in the Champs-Élysées. Their uniform contrasts oddly with the fashions worn to-day by the smart Frenchwomen

HOW TOULON HARBOUR WAS FOUND—littered with sunken enemy vessels: The ships and battered hulks which now lie on the harbour bottom were mostly put there as the result of Allied bombing raids over a long period before the Invasion of Southern France. The French battleships *Strasbourg* and *Dunkerque*, which had been shelling American troops after the landings, were among the targets of the bombers during later raids, whilst the American forces were strengthening their hold on the Riviera coast



NOW ON EXHIBITION IN LONDON: A map showing how the capital was defended from the German flying-bombs. The defences began with the gun belt along the coast and extended right up to the London suburbs: The Exhibition is on view at the Piccadilly showrooms of Rootes, Ltd.: it was opened by Mr. Duncan Sandys. Prominent among the exhibits are a complete flying-bomb, which was recovered almost intact, and the large-scale map of which we give a reproduction above. In the latter are incorporated a number of details which have hitherto been treated as secret. Along the coast is the gun belt, backed up by a number of searchlight stations. Then comes the balloon belt, responsible for quite a number of "kills." The map does not show, however, the fighter squadrons responsible for a large number of the flying missiles

A "DUAL ROTOR HELICOPTER" UNDERGOES A TEST FLIGHT IN THE U.S.: Still in the experimental stage, the XR-1 is here shown in flight over the Wright Field at Dayton, Ohio. The craft, it is thought, may yet see military service in a variety of uses. The design of the XR-1 is basically the same as the successful German helicopter. It weighs over 2 tons and has the most powerful engine yet installed in this type of aircraft: the engine is located in the middle of the fuselage; from each side are two streamlined pylons. Single rotors rotate in opposite directions

London's Defences Against the FLYING-BOMB And Other New Flying Pictures

THE NEW FAIREY "FIREFLY" now in use in the Royal Navy: This fighter-reconnaissance aircraft has a span of 44½ ft. and a length of 37 ft. It has a Rolls-Royce Griffon engine driving a Rotol airscrew; and it is armed with four 20-mm. cannon. Its wings fold for stowage in aircraft-carriers in the unusual manner shown above. There is a crew of two—pilot and observer-navigator. No performance figures of this aircraft are yet available

THE BRITISH TRANSATLANTIC FLYING-BOAT SERVICE: One of the Boeing aircraft touching down at the Marine terminal in Britain at the end of a cross-ocean flight. During the war three Boeing flying-boats have been purchased from America. They have been flown by British Overseas Airways Corporation on the military supply routes from Britain to W. Africa, crossing the Atlantic at frequent intervals to be serviced at Baltimore, U.S.A. The Transatlantic flying-boat service which has thus arisen is used for carrying passengers of vital importance to the war effort of the United Nations, and there are no commercial passengers

"ARTIFICIAL MOONLIGHT" IN HOLLAND: A SCENE IN THE VENLO BATTLE AREA, WHERE THE TROOPS ON THE GROUND WERE AIDED BY THE ANTI-AIRCRAFT SEARCHLIGHTS REFLECTED ON THE CLOUDS—*Drawing by Roland Davies*

The area stretching south-east from Nijmegen to Venlo, in Holland (where the Allies advanced towards Venraij), is very difficult country for the attackers, consisting as it does largely of marsh and woodland. The movements against the Germans were carried out mainly at night: to make such operations possible, use was made of the searchlights to create "artificial moonlight" by projecting the powerful A.-A. beams up to the clouds. By this means the troops on the ground secured enough vision to progress across the marshy, flooded country. At this time of the year, what with heavy rains and the breaking down of dykes and canal walls, the only means of progression, for men and tanks alike, is by the raised roadways. The latter are none too easy, either—as in many cases the constant and heavy traffic has churned the roads into morasses of mud.

In Italy, too, similar use has been made of "artificial moonlight" by the Allies (*see upper picture on right*). During the advance to Forli, and towards Bologna, it was necessary to cross the Savio River. Swollen with the heavy rains, this was no easy feat; and again the searchlights were brought into play to light up the night sky, as at other points on the Eighth Army front. The crossing was a difficult one and had to be carried out in the face of a very heavy bombardment from all the German artillery in the neighbourhood: after it had been accomplished, however, the vile weather then became even worse, and for some days the men on the north bank of the river were cut off from the main body of the Eighth Army. During this period they were supplied by aircraft, which braved the atrocious flying conditions to give the cut-off troops the food and ammunition they so badly needed

The FLOODLIT SKY in HOLLAND and BELGIUM

The Creation of "Artificial Moonlight" to Aid the Allied Ground Forces

And New "Portraits" of the British Tempest and Lancaster

THE BRITISH TANK-CARRYING GLIDER IN THE AIR: The Hamilcar, used in the airborne landings at Arnhem, being towed to its landing-point. This glider was designed specially to carry heavy equipment, including a fast light tank: it has been used thus in France and in Holland and—in especial—at Arnhem. After landing, the nose of the glider swings to one side to allow the tank or other cargo to be driven straight off. The Hamilcar has a wing-span of 110 ft.

***On right*—AN ARTIST'S IMPRESSION OF THE TEMPEST, showing some of its more noticeable characteristics**

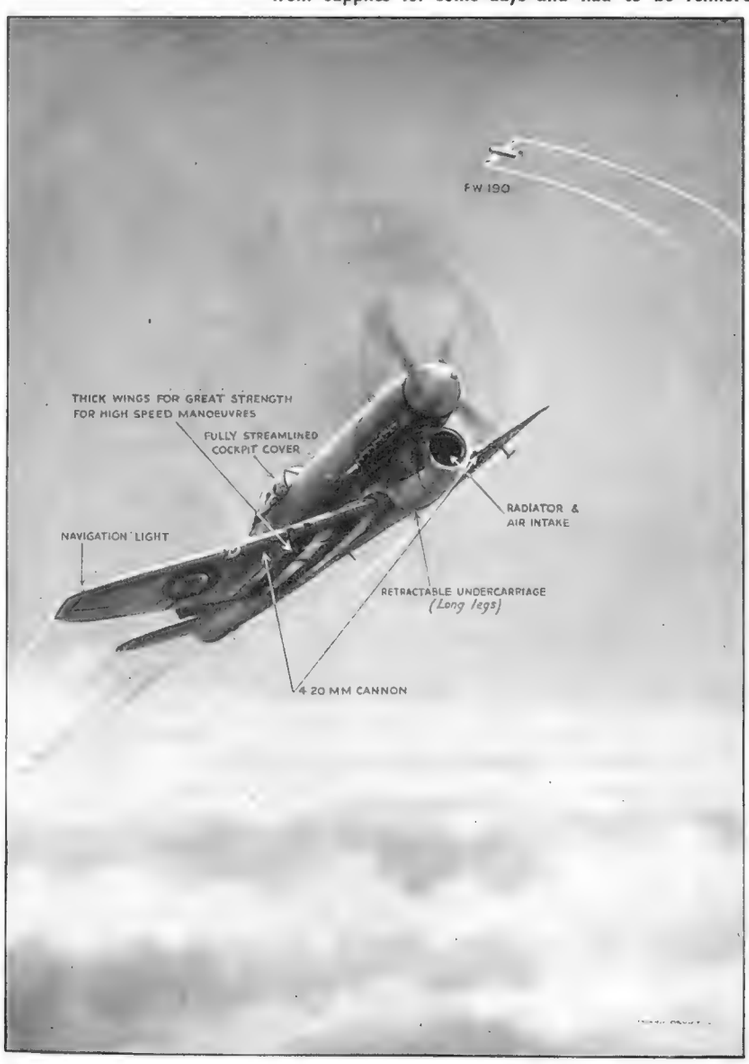
***On far right*—A BRITISH LANCASTER dropping its big load of incendiaries**

—*Two drawings by Roland Davies*

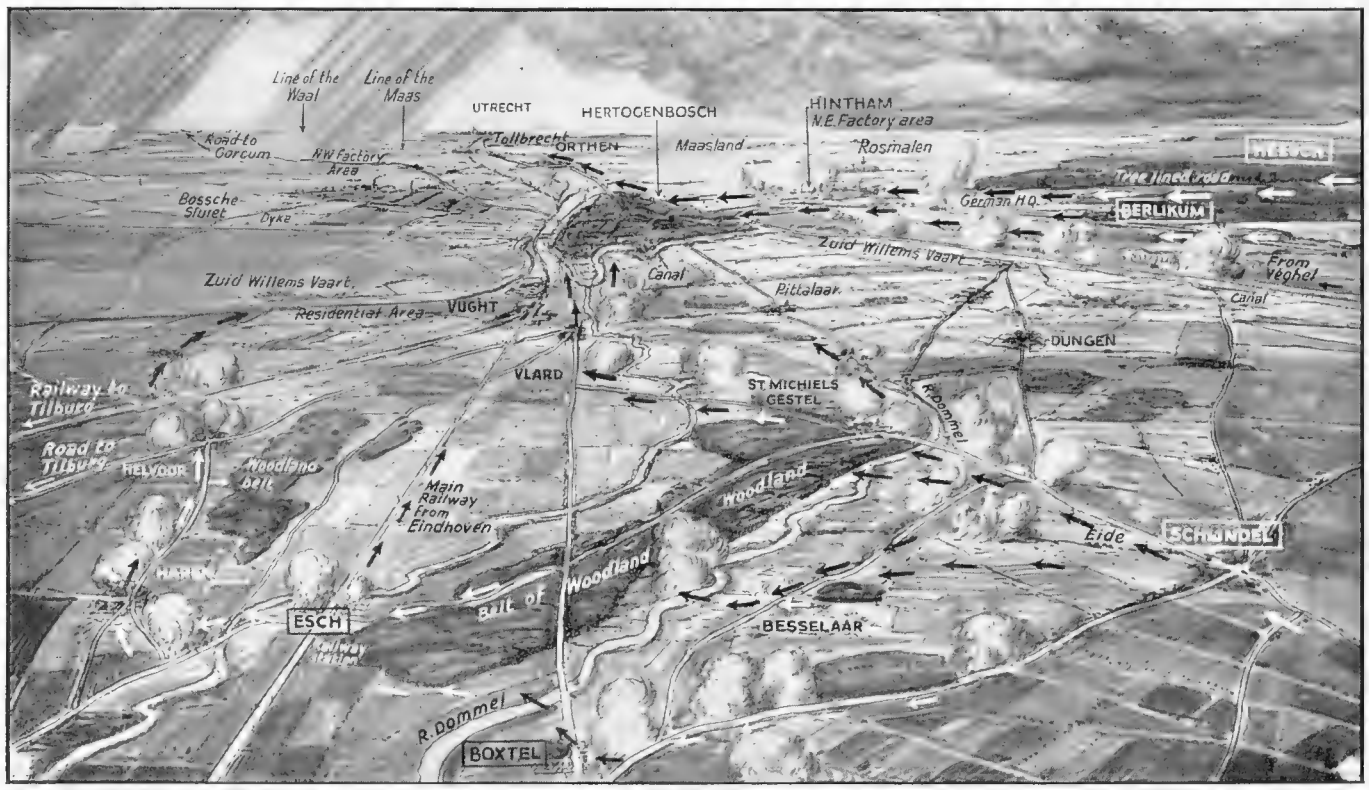
The Tempest is one of the latest British planes to come off the "Secret List": it has come into the news during recent months as a very fast single-seat fighter capable of overhauling flying bombs and of taking on the new German jet-propelled aircraft encountered over Holland. The drawing reproduced here describes some of its constructional details.

The Lancaster is one of Britain's most famous bombers. In the drawing given here, it is depicted in the act of dropping, simultaneously, a 4,000-lb. bomb and a host of incendiaries. Hundreds of thousands of these efficient fire-raisers are now being dropped on special targets in Germany

"ARTIFICIAL MOONLIGHT" IN ITALY: THE CROSSING OF THE SAVIO RIVER BY THE EIGHTH ARMY UNDER TERRIBLE CLIMATIC CONDITIONS. To aid the troops, British searchlights played on the clouds to light up the dangerous river-crossing. After our troops had passed to the northern side they were cut off from supplies for some days and had to be reinforced from the air (*See notes at left*) —*Drawing by W. G. Whitaker*



HOW THE SCHELDT "POCKET" WAS CLEARED BY THE CANADIANS: MOVING UP AGAINST THE LAST GERMAN VILLAGE-STRONGHOLDS THROUGH FLOODED MEADOWS AND SWAMPED DITCHES in the area between Breskens and Oostburg on the south bank of the Scheldt Estuary. The terrain here has proved amongst the worst of the present war—*Drawing by Edward Osmond*



THE VITAL BATTLE FOR HERTOGENBOSCH: How the converging British columns closed in on the Dutch city and forced the Germans to retreat. Later the enemy was compelled to give up the whole line of the Maas as a result of the loss of this important place—*Drawing by Percy Horne*

The capture of Hertogenbosch was by no means a simple operation. It was effected by the adroit converging movement of several columns, which had to advance through a typical stretch of Dutch polder country. One column advanced from the eastward by way of a linking road which flanks the big canal known as Zuid Willems Vaart. They fought their way along this road through Heeswijk to Berlikum. At the same time, another column, advancing from the south-east, penetrated Schijndel and reached St. Michaelsgestel, a place of some size at the head of a big woodland stretch. The passage of the Dommel River had to be effected here. A third column, working almost due south of Hertogenbosch, forced its way through Boxtel across the main road and passed the railway station of Esch towards Helvoor, on the main road to Tilburg. The whole enemy position was thus surrounded. The first easterly column was able to reach and penetrate the eastern part of Hertogenbosch, through what is literally a maze of water-channels. One column, which had come in a long, a tree-lined road from Heesch, pressed on to the suburb of Orthen, after capturing the factory district of Hintham, in which a suspected German Headquarters located in a Dutch chateau was practically destroyed by air attack. The more southerly columns pressed northwards by way of Fort Isabella and the rail junction of Vught, to cross the canal guarding the southern edge of the town. The westerly column pressed up through the residential area, across canals and dykes towards a factory district in the north-west

THE CLEARING OF THE SCHELDT

The Fighting Around Breskens and Hertogenbosch

—Special Sphere Pictures

On right—**THE CAPTURE OF THE PORT AND VILLAGE OF BRESKENS. How bombs from the air silenced the German guns on the south of the Scheldt**—*Drawing by Roland Davies*

This picture, and the larger one above, show the part played by the Canadians in the Scheldt Estuary operations. Breskens is the little port which commanded the approach to Antwerp. In the drawing reproduced here, the lay-out of harbour, town and fortress is given for the first time in completeness. Typhoons and Lancasters of the Second Tactical Air Force helped the Canadians to subdue the enemy. The larger picture reproduced above shows the conditions under which the Canadians had to fight during the approach to Breskens Water was everywhere, with rivers and ditches swollen out of all recognition and with whole areas flooded. Under the water, the ditches had been mined by the Germans. Each village was a fortress, with shattered houses, and with barricaded approaches

INFANTRY WAITING TO GO INTO ACTION AGAINST THE GERMANS ON THE ISLAND OF BEVELAND. This picture typifies the difficult terrain over which the Second Army has been fighting. The causeway leading to the island is the only firm road through the flooded countryside: on all hands are the inundations caused by the heavy rains and by the bombing of the dykes. When the attack opened, the Germans were pushed farther into the interior of Beveland until the whole of that island was eventually captured and an assault launched on neighbouring Walcheren

INFANTRY AND TANKS WORK IN CONJUNCTION TO CLEAR A DUTCH TOWN—A SCENE AFTER THE CAPTURE OF HERTOGENBOSCH as British infantry cleared the remaining Germans from the houses. As the men advance on foot, the tanks cover them with their big guns, ready to wipe out any band of snipers concealed behind barricaded doors. It will be noted, from the fuel-trailer towed behind the tank in the foreground, that these are Crocodile flame-throwers. Enemy opposition in Hertogenbosch was, in fact, fierce, and the flame-throwers were often called upon to burn out the resisting Nazis

THE NEW BRITISH TANK MAKES A STRIKING PICTURE AS IT BUSTLES INTO ACTION IN HOLLAND. Officially known as the AVRE, this vehicle is known as the Petard to the troops. It is the main equipment of the Assault R.E.s, and carries a distinctive mortar in its turret for use against concrete block-houses and other tough enemy defences. The existence of this tank, with its specialised equipment, was only made public a few weeks ago. It now takes its place during assault operations with other fine types of British armour

HOW THE ALLIED ARM
Buffaloes. These amer
of war during th at

BATTLE PICTURES from HOLLAND

Taken During the Recent Fighting in the Maas and Venraij Areas

In the Hertogenbosch and Beveland areas in Holland, the Nazis have sustained a series of heavy defeats during recent weeks. In the result, the Scheldt has been cleared of the enemy and the island of Beveland occupied. In the Venraij area, towards the German borders in the south-eastern part of Holland, similar success has attended British arms.

Of the mass of fine photographic material coming into this office from the battle-line, we have selected the four pictures reproduced here as worthy of the special attention of our readers. Each illustrates a different phase of the present offensive movements against the Germans.

CHURCHILL TANKS AT VENRAIJ LAY A SMOKE-SCREEN TO COVER THE ADVANCE INTO THE TOWN, so as to keep the Nazis in ignorance of the British movements until the last possible moment. The Churchill has, so far, borne the brunt of the fighting in this war on many fronts. Venraij is an important Dutch road-and-rail junction : it was captured on October 18

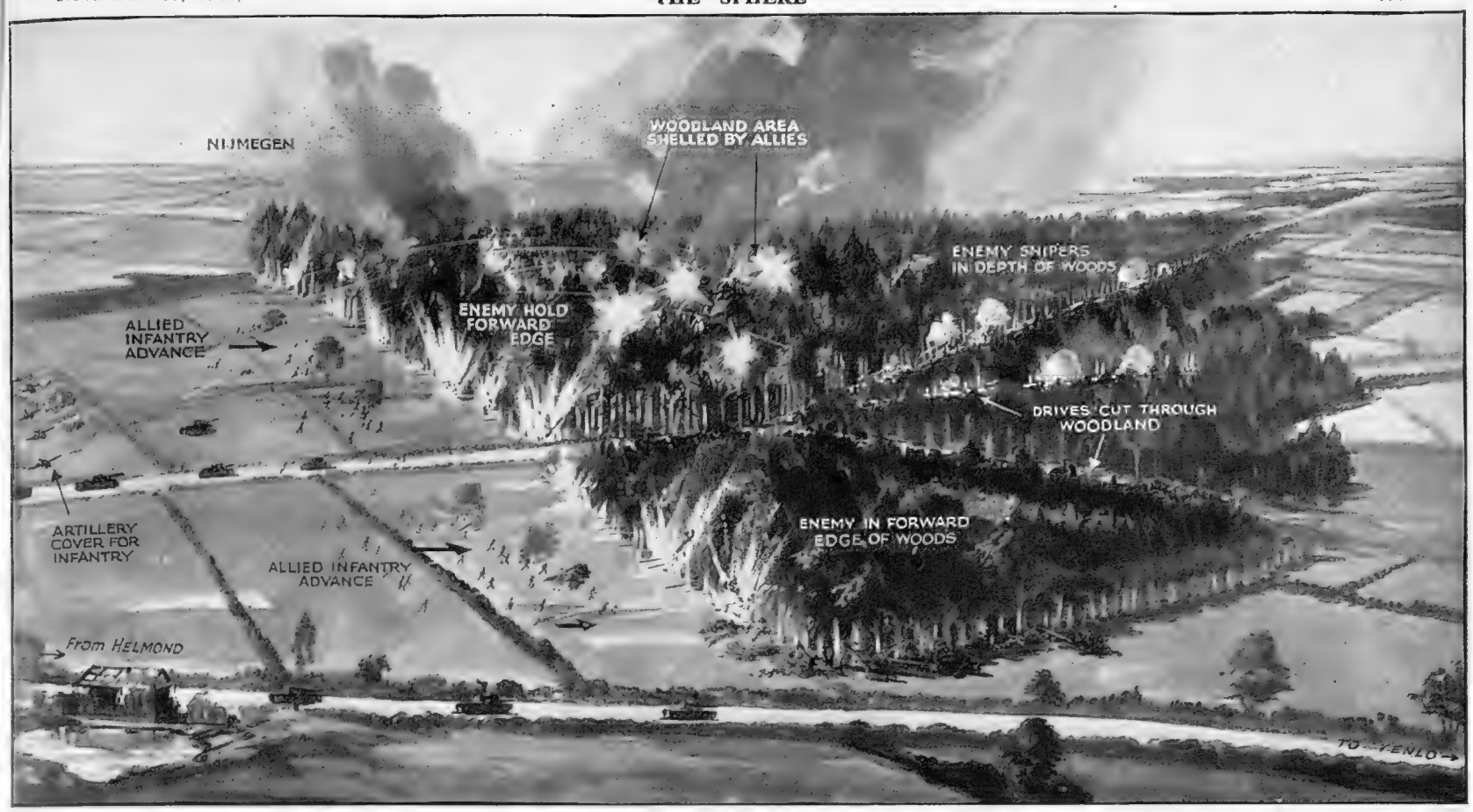
ARMY PREPARED FOR THE ATTACK ON BEVELAND—THE SCENE AT ONE OF THE ASSEMBLY-POINTS as British infantry gathered to embark in the amphibious e American vehicles, equally at home on land or water, were first used in New Britain, in the Pacific, in December 1943. Many of them were first used in the European theatre th attack on the island of South Beveland. As a result of this operation, the Scheldt was finally cleared and the way prepared for the subsequent landings on Walcheren Island. The Buffalo can carry a large number of men, who, when on board, are provided with lifebelts as on naval vessels

From the HOLLAND BATTLE AREA

Two Striking Photographs from Hertogenbosch and Nijmegen

Above—**BRITISH FLAME-THROWERS IN ACTION during the battle for Hertogenbosch.** During the heavy fighting which eventually led to the withdrawal of the Germans across the River Maas, British flame-throwing tanks were called into play against many a strongpoint held by the enemy. In order to eliminate these quickly and to prevent hold-ups in the general plan of attack, they were fired and their garrisons smoked and burnt out. This picture was taken at Rosmalen, a small village to the east of Hertogenbosch, by a British plane flying low over the scene of battle: the building in the foreground, held by a German detachment, is on fire from end to end. On the left, it will be observed, is a clearly-marked German Red Cross train: this was left intact, and has suffered no damage whatsoever

Below—**HOW THE AMERICAN BOMBERS LEVELLED NIJMEGEN before its capture by the Allies.** This town on the River Waal was essential for the whole Allied plan of attack in Holland. It was captured quite early in the campaign, and has been held since as the tip of the great British spear-head pointing towards north-west Germany. To capture the town it was necessary to bomb out the enemy garrison—with the result shown in the picture below. One whole section of Nijmegen has been wiped out completely, by high-explosive and incendiary: only the roadways remain. Yet, in the distance, many houses still stand, and factory chimneys, and even the gasometer. Allied bombing, especially in low-level attacks, is now a process of great precision and exactness



THE DUTCH WOODLANDS, FOUND IN THE EASTERN PART OF THE COUNTRY, PRESENT A PROBLEM QUITE DIFFERENT FROM THAT OF THE SWAMPY MEADOWS FARTHER WEST. With the enemy usually holding the forward edge of the woods, the infantry have to make the attacks, as the artillery cannot effect a sufficient clearance with their shells—*Drawing by E. G. Lambert*

FIGHTING THROUGH the WOODS

British Methods of Routing Out the Germans in Eastern Holland

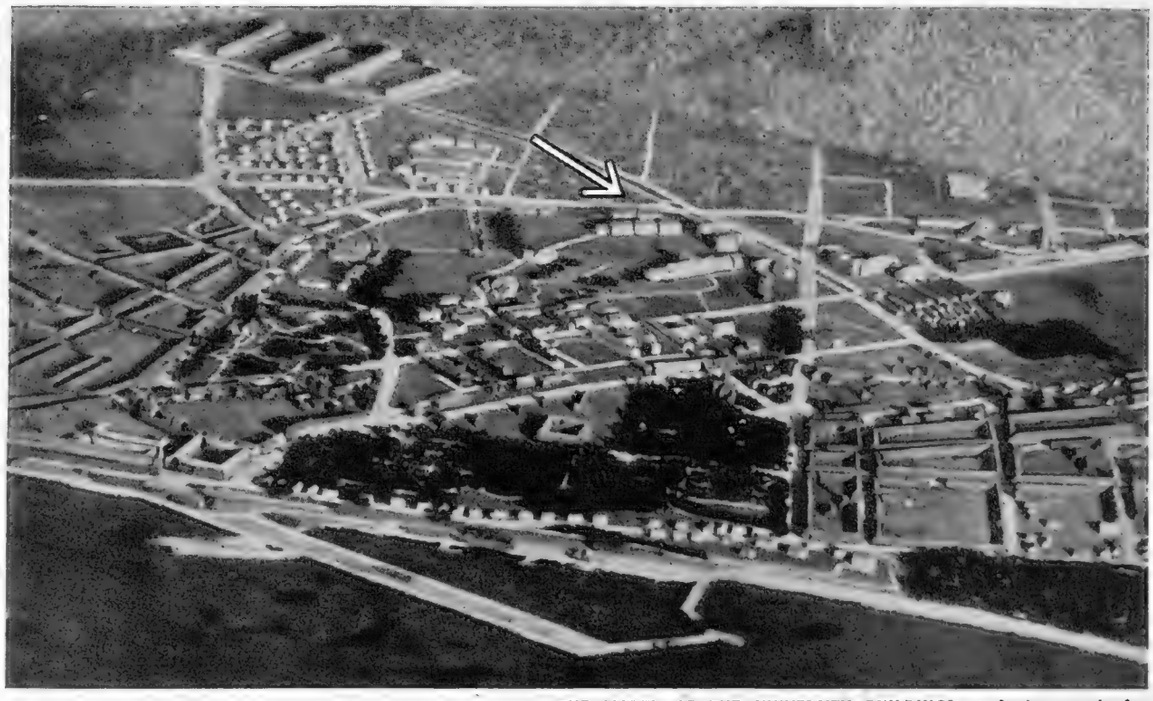
In western Holland, the principal difficulty encountered by our troops is the flooded countryside. In eastern Holland the problem is different: here it is the woods—and there are many of them in this district—which have to be conquered one by one. "These little forests of fir-trees are normally not less than a mile in length by half a mile broad," writes one war correspondent. Each is a potential obstacle to our progress, and in the Venraij area each has been employed by the Germans for this purpose. It is difficult to clear a wood by anything save a direct infantry assault. Experiments have been made with incendiaries, but they have not been successful, and although a wood provides an obvious target for shell-fire, the average preliminary "stonk" seldom kills many men. It is left to the infantry to go in and do the job. Generally speaking, the enemy prefer to dig in just inside the forward fringe of the wood, thus giving themselves a clear field of fire in front of their positions. It is rare to find the defenders echeloned in depth. And so the stiffest tussle takes place on the forward fringe of each wood or copse. The artillery puts down its "stonk," then the infantry go forward. During the past few weeks the clearance of each of these woods has taken us on an average about a day to accomplish. The expenditure of machine-gun and Sten-gun bullets has necessarily been very considerable. Though the main enemy defence is concentrated near the forward fringe of the wood, it is their habit to leave a number of picked snipers capable of doing considerable execution in the inner thickets. These have to be winkled out by infantrymen working down through the rides. That takes time and can be very costly in lives unless the troops can spray the woods with fire as they advance and thus force out the determined enemy

CREEPING FORWARD TO SECURE THE UTMOST COVER, THE INFANTRY ENGAGE ALMOST IN HAND-TO-HAND COMBAT WITH THE ENEMY HOLDING THE WOOD. The field artillery can only do limited damage, as the thick trees blanket the falling shells. A strongly-held wood can be so well defended that it can hold up the advance for quite a considerable time—*Drawing by W. G. Whitaker*

THE BOMBING OF THE GESTAPO H.Q.

At Aarhus, Denmark, on Tuesday, October 31

The Gestapo Headquarters in Denmark, housed in two buildings in Aarhus University in Jutland, were wiped out in a spectacular low-level raid by twenty-four Mosquitoes of the R.A.F. on October 31. To obtain accuracy in the bombing, a model of the target was built for the crews taking part. The aircraft went in to the attack at "zero feet," one pilot going so low that he hit part of the University and returned with a buckled engine nacelle. The raid was planned down to the last detail: hospitals were less than 100 yards away, and it was vital that these should not be hit. The attack was decided upon because of the thousands of documents concerning Danish patriots stored in the two buildings: as these pictures show, both buildings were shattered. Following on the raid on Amiens, this raid on Aarhus has demonstrated the remarkable precision results now obtainable by R.A.F. bombers



THE MODEL OF THE UNIVERSITY BUILDINGS at Aarhus made for the briefing of the Mosquito crews. The arrow points to the two buildings where the Gestapo was housed

A LOW-LEVEL PHOTOGRAPH TAKEN DURING THE ATTACK. The bombs were specially fused so that each of the four groups of six aircraft could drop their load without the risk of being blown up by the bombs of their own section

THIS PICTURE WAS TAKEN FROM A PHOTOGRAPHIC MOSQUITO; it shows two bombing aircraft over the target. Bombs can be seen falling on the already damaged buildings

BOTH WINGS OF THE GESTAPO HEADQUARTERS HAVE BEEN HIT, yet the surrounding University buildings are undamaged, indicating the precision which is now possible when low-flying raids are being carried out by the R.A.F.

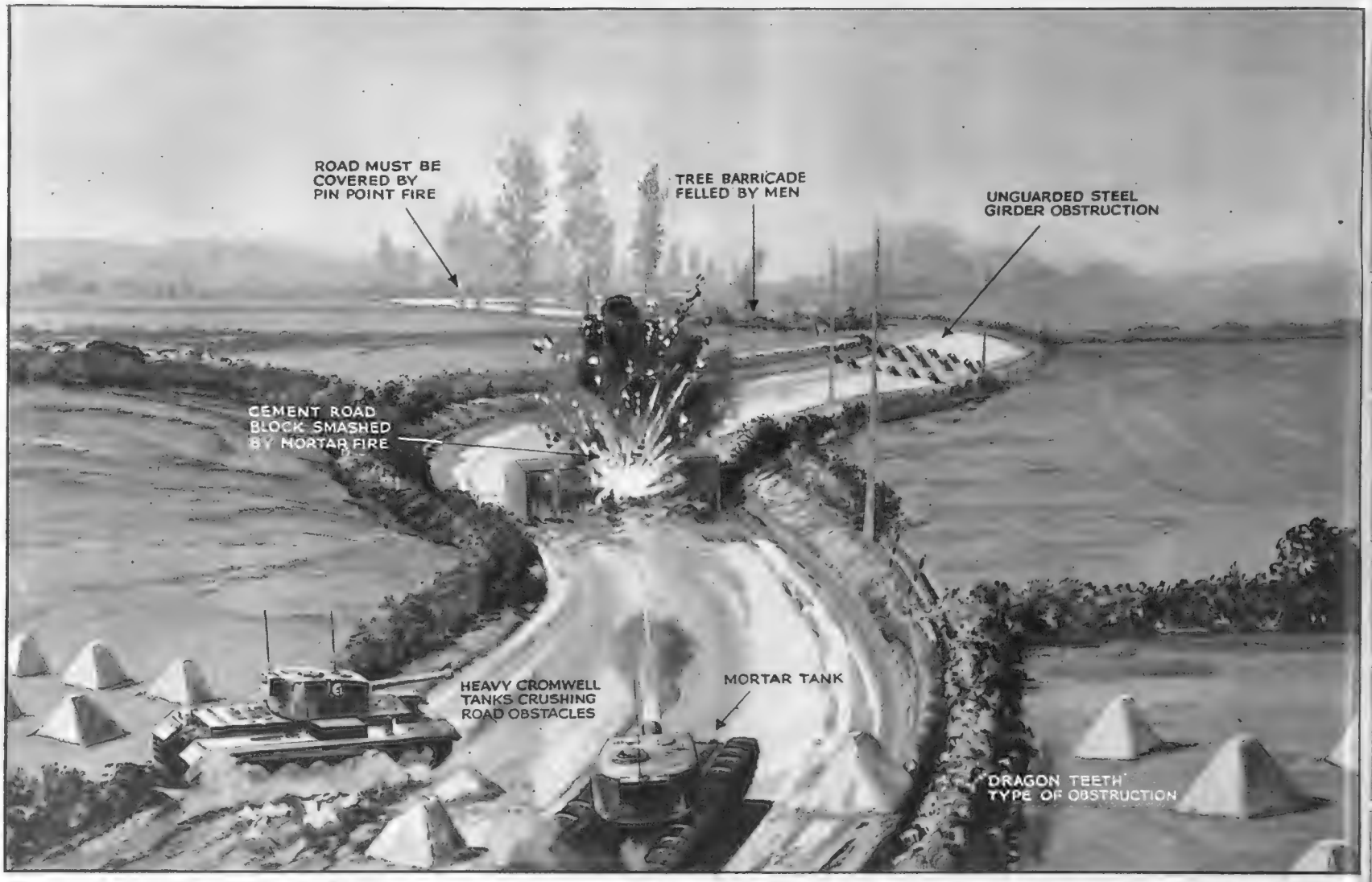
THE SHATTERED BUILDINGS: Still more bombs were dropped after this picture was taken. German staff cars can be seen parked before the buildings

THE PROCESSION THROUGH THE TOWN ; Oil for the votive lamp of St. Francis, brought by the Mayor of Salerno and other towns in the Campagna, is carried in procession from the Town Hall of Assisi to the Basilica of St. Francis. The Heralds of Assisi in their medieval costume head the picturesque procession

The ALLIES ATTEND the FEAST of ST. FRANCIS at ASSISI

British, American and other Allied troops were among the great crowds of pilgrims who attended the four-day religious Festival in honour of St. Francis, Patron of Italy, held in Assisi at the beginning of last month. The celebrations ended on October 4, the Saint's Feast Day. A short mimeographed biography of the life of St. Francis and a guide to the town of his birth was prepared by the British Army educational authorities for distribution to the troops in the vicinity. The first of the four days—Sunday—was proclaimed a Special Day of Thanksgiving for Assisi's salvation, and a Solemn High Mass was celebrated by Monsignor Carlo Respighi, the Prefect of Apostolic Ceremonies. On Tuesday, Cardinal Nicola Canali, President of the Pontifical Commission of the Vatican City State, officiated at the ceremony of the Transition, which was held at the tomb of St. Francis. In the afternoon, oil for the votive lamp of St. Francis (which is kept burning in the Basilica) was brought to Assisi from the Roman Campagna and offered by the Mayor of Salerno, Avellino and Benevento in the name of all the Italian provinces: the oil was carried in a procession through the town, headed by the Heralds of Assisi in their picturesque medieval costumes. The climax of the whole Festival began at midnight on October 3, when the bells of the city sounded for a Solemn High Mass celebrated by an American priest, Father Keda Hess. The ceremonies ended later on the 4th with a Benediction and Te Deum in the Basilica and the recital of St. Francis's Canticle of the Creatures. St. Francis was born in or about the year 1182, the son of a wealthy travelling merchant, and he died in October 1226. He was canonised by Pope Gregory IX in 1228

THE FATHER-GENERAL OF THE FRIARS MINOR, AT SANTE MARIA DEGLI ANGELI, reads an address on the life of St. Francis after the Ceremony of the Transition. The Bishop of Assisi, wearing his mitre, is seated in the background on the left. The church is built on the site of the original oratory of St. Francis : it was begun in the year 1569



THE VALUE OF THE "ROAD BLOCK": VARIOUS TYPES OF OBSTRUCTION ERECTED BY THE GERMANS, AND HOW THEY MAY BE OVERCOME BY TANKS AND GUNS. Unless defended by enemy troops, such blocks can quickly be demolished or by-passed by our armour. The types of block shown in this drawing are "dragon's teeth," concrete barriers and steel girders—*Drawing by E. G. Lambert* (*See notes below*)

AMPHIBIOUS OPERATIONS and AIRBORNE EQUIPMENT

With a Note on the Diminishing Value of the "Road Block"

There is no doubt that the German has, like all military men faced with defeat in our time, suddenly acquired a "concrete complex." But there is, equally, no doubt that—no matter how massive are the concrete and metal obstructions placed on or dug into a road or field or wood—they can be quickly blasted aside by high-explosives. A man with a Bazooka has been known to destroy at one shot a barrier which has taken days to build. Our engineers have reduced such work to a fine art. They go ahead with the Reconnaissance groups, and are often disappointed if they find nothing on which to vent their high spirits and gelignite.

That is the outstanding reason for the decline in value of road obstructions—the advance in methods of dealing with them. Thus the "dragon's teeth" of the Siegfried Line as built in 1939 would probably have puzzled the engineers and tanks of that date for quite a while. But to-day the sappers explode a passage through very quickly; and tanks on their own have been known to brush the obstructions aside with a series of shots from their heavy guns.

But another reason for the futility of these German efforts is the simple fact which now assures us of victory—the fact that the enemy does not possess sufficient men to man his barricades. General Eisenhower put it in a sentence recently when he made it known that the mighty Siegfried Line would only be as strong as the men behind it.

This is not to deny the continued value of obstructions when properly manned or in special instances. A blown bridge can still retard a campaign, or a long road full of felled trees can still obstruct an advance—*provided* that the enemy can cover the river with raking fire and so prevent bridge-building, or can draw a bead on the road and the men labouring to pull away the trees. Such a bridge as that at Nijmegen was the key to a situation in Holland. It can be noted, however, that when road obstructions and similar obstacles are built they rarely can be defended by an adequate number of men—or else they would never have been built!

But a special exception may perhaps be made of blocks in narrow towns and complicated cities, which can be defended from nearby houses by compressed garrisons; such can impede an army for a long time (or until it discovers the latest American method of entering houses, blasting holes in the dividing walls with Bazookas, and proceeding up the thoroughfare that way).

AIRBORNE DIVISION EQUIPMENT: A pigeon-container which is specially constructed so that it can be carried by a parachutist in addition to his normal harness

A WIRELESS SET IN ITS CONTAINER: This "Number 22" set is dropped from the air by parachute for the use of men already landed

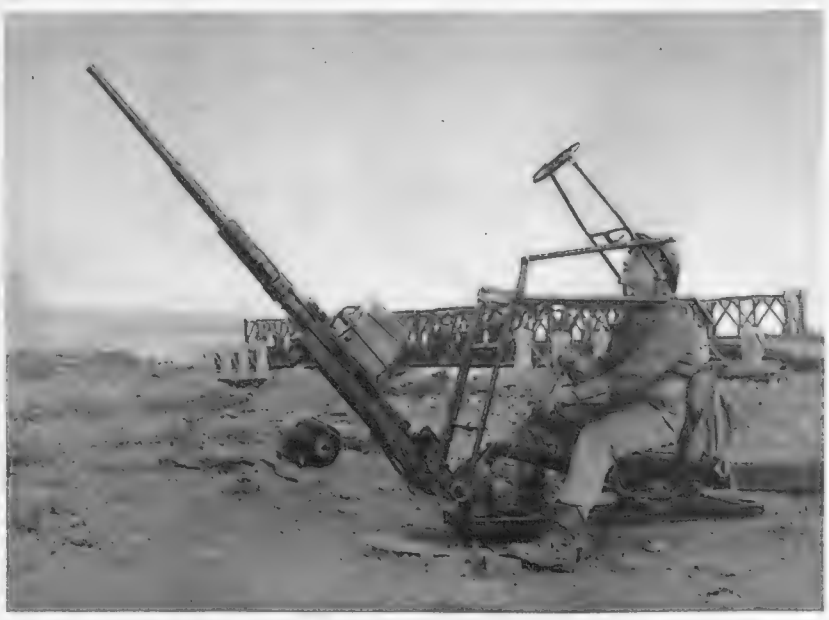
A FOLDING MOTOR-CYCLE IN ITS CONTAINER: The completeness of the equipment used by our paratroops can be gauged from the three pictures reproduced here. As our men drop from the air, or step out from their gliders, containers on parachutes drop with them: these are packed with guns, folding motor-cycles, wireless sets, ammunition, food, and other necessary supplies. The men themselves are fully equipped for immediate action

A NEW TYPE OF "WARSHIP" FOR USE ON LAND OR SEA: The American "swimming tanks" which were used to make the recent landings in the Philippine Islands. These are not "ducks," but a new type of armed and armoured vessel—*Drawing by Wm. McDowell*

The amphibious tank depicted here must not be confused with the Dukw: it is a complete offensive vessel of a new type. It is armoured at vital points and is armed with machine guns, and it is capable of quite heavy assault work on shore. It also possesses the ability to negotiate deep water at a considerable speed. The Dukw (with which it has certain points of similarity) is merely a motor truck capable of floating on water and propelling itself on land. The amphibious tank is not a new idea, however; it was first developed in this country shortly after the last war. But it was not until the present war that its value in invasion operations was discovered and developed. These swimming tanks have already done great work in the South and Central Pacific—and, again, in Beveland

TWO PICTURES FROM HOLLAND, SHOWING THE NEW BUFFALO AMPHIBIOUS TANK during the landing by the Canadians on the Beveland Peninsula on October 26, where they were used for the first time in Europe in the joint assault by Canadian and British troops. *On left*—**A Buffalo bringing German prisoners back from Beveland across the Scheldt River to Walzoorden—to return with more troops for the assault.** *On right*—**Another amphibian coming ashore after the river crossing: note the five men who make up the vessel's crew**

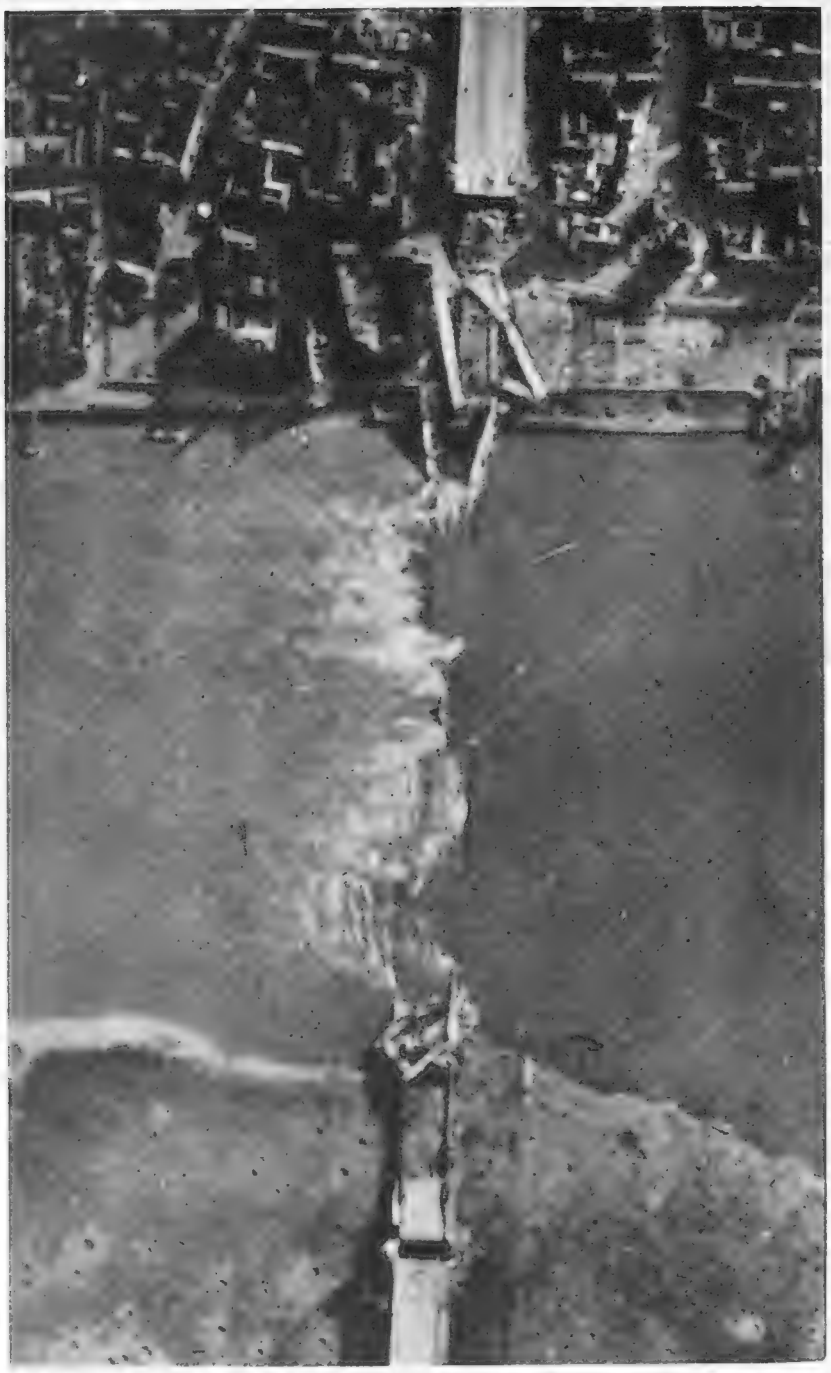
THE AIRBORNE 20-MM. HISPANO-SUIZA GUN: One of the first pictures to be released of an anti-aircraft gun now in use by paratroops. On the extreme right is Air Marshal Sir Arthur Barratt: second from the right is General Sir Bernard Paget, during a recent inspection of airborne forces



THE 20-MM. OERLIKON ANTI-AIRCRAFT GUN, largely used by our airborne forces. This weapon first became famous as a naval A.-A. gun: now it has been adapted for use by the Army against low-flying aircraft and is being used during airborne operations. This picture, just released, shows one of the guns in action in Italy

WAR SCENES FROM MANY QUARTERS

A Collection of News-pictures from all Parts of the Globe



ONE OF THE RESULTS OF THE R.A.F. RAID ON COLOGNE ON OCTOBER 28. The large highway suspension bridge which was completely demolished : Cologne, the worst-damaged city in the whole of the Ruhr and Rhineland, was given its heaviest attack of the whole war by Bomber Command in the daylight attack on October 28, when Lancasters and Halifaxes dropped a great weight of high-explosive and incendiary bombs on the railway and industrial centre. The bombers were escorted by Spitfires and Mustangs. There were three bridges in the city spanning the River Rhine—now there are only two

MR. ANTHONY EDEN MEETS THE NEW EGYPTIAN PREMIER IN CAIRO : During his return from Moscow Mr. Eden visited Cairo. He had an audience with King Farouk, and informal meetings with Ahmed Maher Pasha, the new Egyptian Prime Minister, with whom he is seen above

GENERAL JOSEPH W. STILWELL, just recalled from Burma, with Mr. Donald B. Nelson, Chairman of the U.S. War Production Board, in Chungking : A strong disagreement between the United States and Marshal Chiang Kai-shek led to the recall of General Stilwell. It appears to have started with the recent visit of Mr. Donald B. Nelson (chairman of the U.S. War Production Board) and Major-General Patrick J. Hurley, who—armed with vast powers—asked Marshal Chiang Kai-shek for closer co-operation under virtual threat of the withdrawal of support. The Marshal agreed to the American demands, but later changed his attitude, demanding the withdrawal of General Stilwell

THE MAN WHO COMMANDS THE U.S. CARRIER FORCES IN THE PACIFIC : Vice-Admiral Marc A. Mitscher, in command of the famous Task Force 58. His fast, hard-hitting carrier forces have seen plenty of action in the attacks on the Ryukyu Islands, in the North Pacific; Luzon, in the Philippines ; Formosa ; and the Pescadores

IN ITALY : HOW THE BRITISH CROSSED THE SAVIO RIVER : Under enemy observation and shell-fire, gunners set and ignite smoke-canisters to cover British activity on the banks of the river at Cesena. These men until recently manned Bofors A.-A. guns, but with the absence of the "Luftwaffe" they can now turn their attention to other jobs : After the fall of Cesena on October 19, the River Savio was the next obstacle in the path of the Eighth Army to the Lombardy Plains. All bridges had been blown, and the Germans poured thousands of shells and mortar-bombs on the river area to prevent the construction of Bailey bridges over which reinforcements could cross to support the few troops who had waded to the far bank. During the night of October 23 the Germans withdrew to a depth of 3,000 yards from the river, to avoid a trap closing in on them from New Zealanders north of Cesena, and under cover of darkness British Sappers were able to erect a Bailey bridge and pontoon-ferry

A PIPELINE BRINGS FUEL TO ALLIED AIRCRAFT IN ITALY : Petrol for Allied planes is delivered from seagoing tankers by means of a 222-mile pipeline system, to intensify flying operations against the Germans. Built by U.S. Army Engineers (who gained their experience in the oilfields of Texas), the system pumps 100-octane petrol at the rate of a million gallons a day. The pipeline frees for other duties 210 trucks and nearly a thousand soldiers formerly engaged in transporting the fuel and lessens traffic congestion on the highways. Here the petrol is seen being pumped from a tanker at an anchorage in Italy. The line is supported by floating drums and runs to terminal storage tanks ; from there it goes to airfields 222 miles away

COASTAL COMMAND AIRCRAFT GO RIGHT INTO A NORWEGIAN HARBOUR in search of enemy shipping : After patrolling the fiords and shipping lanes along the coast of Norway on October 21 and finding no German targets on the move, Mosquitoes and Beaufighters went right into Haugesund Harbour. In this heavily-defended area, the British force then attacked two medium-sized merchantmen and their escorting flak-ships. At the end of the attack both vessels were on fire, while the escort ship had been repeatedly hit with cannon-fire. This picture was taken during the course of the attack, with one of the merchantmen on fire. One of the British aircraft can be seen in the upper left-hand corner of the view

THE MAHARAJAH OF PATIALA VISITS THE EIGHTH INDIAN DIVISION IN ITALY : On October 14 the head of the Sikhs paid a visit to units of the Eighth Indian Division. A grand feast and a dance by the Khattak tribe (from the North-West Frontier) were arranged to celebrate the occasion. Here the Maharajah is seen inspecting officers and men drawn up on parade

SHELLS BEING PREPARED IN CHINA for parachuting down to the forces on the ground : This is the scene at a supply depot in West China, where supplies are packed for air transport to the Salween front, where they will then be parachuted down to the Chinese troops. The shells are carried in C.47 transport planes of the Fourteenth Air Force operating in support of the Y-Force Operational Staff

A GRAVEYARD OF JAPANESE HOPES IN NEW GUINEA. The Jap airfield at Wewak after American bombers had finished with it : Neutralised—if, indeed, not completely knocked out—wrecked Jap aircraft clutter this field at the New Guinea base. This once-powerful spot was pounded by bombers of the U.S. Fifteenth Air Force, until the repeated raids converted the bombers and fighters on the ground into a heap of junk. Not only were aircraft destroyed in the air and on the ground, but all the airstrips were knocked out too. Note the parachute bombs just dropped by U.S. airmen in the top left centre of the picture

BRITISH SOLDIERS TRAIN IN MOUNTAIN WARFARE. The full kit carried by the troopers : For over two years British troops have been receiving training in mountain and snow warfare, one of the most arduous training courses undergone by soldiers. They have to be expert skiers, and are trained to go for six days at a stretch, travelling over 100 miles, sleeping in the snow and carrying on their backs everything they need. What this means can be grasped by the fact that a day's operational ski-ing is equal to 40 or 60 miles of marching on the flat. Their training also entails rock-climbing and fighting and manœuvring in rock and snow. They must also attain a high standard in "snowcraft," whereby they can exploit blizzards and other unpleasant conditions to surprise the enemy

TO BE PRECISE, BUY BRITISH

What the Precision Instrument Makers of This Country Have Accomplished During the War, and What They May Achieve for Our Post-War Export Trade

Described by CHARLES GRAVES

THE Prime Minister having announced that he could not predict, much less guarantee, the end of the German war before the spring or early summer of 1945, the future of British industry is likely to be still further behind its Allied competitors (notably the United States) than most people had thought.

Since last August, a large amount of American industry has been turned over to the manufacture of peacetime products. And the more time which lapses between then and the armistice, the more British industry—which is still 100 per cent. engaged on the war effort—will be lagging behind. Even before 1939 it was growing rapidly apparent that this small country, highly industrialised as she is, can never compete with the Americans in any goods where mass-production methods reign. We depend, in fact, on craftsmanship and highly specialised work generally. In no other way does Great Britain rely more on this than in the manufacture of scientific instruments. A better phrase would be precision instruments, but still. At the outbreak of war there were 18,000 employees engaged in the manufacture of scientific instruments, spread over about seventy firms, of which one employed 8,000 people. Of these 18,000, about 12,000 were skilled and 6,000 were learners. To-day, there are 50,000 employees, of whom 18,000 are skilled and 25,000 semi-skilled. Of the goods they make which would have the best chances in the world market, one can name binoculars, microscopes, camera lenses, spectacle lenses, thermometers of various types, surveying instruments, compasses, sextants and instruments for measuring or controlling industrial processes.

What is to happen to the industry and its products after the war? At all costs, the mistakes of 1919 must not be allowed to occur again when the Miscellaneous Disposals Board sold off 15-guinea binoculars for 50s., and everything else in proportion. During this war, the British scientific instrument industry has made enough precision goods to last the whole world for ten years. Even allowing for the possibility that 50 per cent. of its scientific instruments will have been worn out, lost or destroyed, the fact remains that on paper there will be no need to produce further quantities of many scientific instruments until 1950.

Nearly two years ago, the Scientific Instrument Manufacturers' Association submitted a memorandum to Hugh Dalton, M.P., President of the Board of Trade, pointing out the size and scope of the industry both in peace and war, the aims of the industry, and the question of change-over to a peacetime basis, together with recommendations. One's knowledge of the Board of Trade makes it unnecessary to surmise the results of this action—nothing, of course, happened at all. And yet, as long ago as 1927, the Report of the Committee of the Privy Council for scientific and industrial research emphasised the peculiar position occupied by this section of the industry. "Its direct economic importance is small," said the Report, "but its indirect value is out of all proportion to its size. We should not be far wrong in regarding the sale of scientific instruments as a measure of the health of our chief manufacturing industries. An industry so essential to others, and to the State, for purposes of national defence, deserves special consideration and special help if circumstances demand it. We consider that the British Scientific Research Association fulfils so important a function in bringing different sections of the industry together to co-operate in investigations of common interest, and forms so useful a link between scientific discoveries and their practical application to the manufacture of instruments, that it has a valid claim for exceptional treatment by the Department."

The manufacture of precision instruments has been developed for over 300 years in this country. It is true that a Swiss called Ingersoll returned with all our trade secrets to Switzerland and there developed the watchmaking industry at a time when Clerkenwell alone had over 2,000 manufacturing watchmakers; it is true that Zeiss and other German firms have, in the past year, aided by subsidies, become the world's best-known manufacturers of lenses and other optical goods. But during the past five years the British precision industry has gone forward by leaps and bounds, and now claims, with justification, that its products are every bit as good, and in many instances much better, than those made in Germany. The precision bombing of the R.A.F. about which we read so much would be impossible without the precision instruments made in England. The U-boat campaign could never have been broken without the Asdic and other devices manufactured solely in this country. We did not go to the United States or any other country for the manufacture of the predictors and other secret instruments which enabled us to intercept enemy aircraft over this country, or to shoot down flying bombs. The essential work has all been done by the original 18,000 employees (of whom 4,000 went into the Services) and their pupils. To-day, the industry is virtually employed 100 per cent. on war work, which has compelled it to ignore commercial outlets for its products and therefore to withdraw from its export markets.

Many of these products are equally suited to peacetime needs, and as their useful life may last a number of years before they become worn out or obsolete, it is essential that they should not be turned over to commercial or other markets at cut prices under a Government Disposals Scheme. If this were done, it would mean a certain drop in the number of goods acquired from the industry, which would not only bring about unemployment but also would act as a considerable brake on development.

All that the industry asks for is that it should be kept in an efficient state to meet requirements of H.M. Forces in time of national emergency; and that security of employment and a decent standard of living for its employees should be guaranteed. But much more than this is necessary. The President of the Board of Trade ought to be compelled to appoint a permanent committee for consultation of all questions affecting the industry. He ought to make sure that no wartime products of precision goods should be disposed of at home or abroad without consulting the suggested committee after the Armistice. He should also see to it that the import of foreign goods embodying competitive manufacturers should be controlled.

Many nations have no scientific instrument-makers at all and, when the war is over, it may be presumed that the British industry's chief competitor (Germany) will be out of business for years to come, if only because of the dangers that its continued existence would ensure. The United Nations cannot risk any possibility of the manufacture of scientific instruments which, in turn, would make possible the development of rockets, flying bombs, and the like. Great Britain's chief competitors, therefore, will be the United States, although Russia and Switzerland will also be expecting to take a large share in the post-war markets of the world, particularly South America. Not much is known about Russian scientific instruments, but it is perfectly clear that they must be good, not only because of the Red Army's successes against Germany, but also because numbers of English precision instruments that are all able to be copied have been sent to Russia for the prosecution of the war. Switzerland as a nation has made precision instruments for over a century, and having been neutral in this war has been presumably able to develop its products considerably.

German exports of scientific instruments were, in peacetime, ten times that of British exports, which were roughly equal to those of the United States. Fortunately for us, American optical goods are not as good as ours, nor as good as most Americans think. At the moment, for example, Great Britain is supplying surveying equipment to all the United States Armed Forces. Great Britain has also provided the lenses necessary for technicolour films to Hollywood.

Since the war began, necessity has compelled the British industry to grow its own crystals for microscope lenses, to make synthetic jewels (or special alloys to take their place) for watches and fine movements; glass is now being treated as a metal instead of a mineral for microscopic instruments; optical, electrical and mechanical tools are being made with the most astonishing precision. The industry is now working in terms of 100,000th, even 1,000,000th, of an inch—measurement in terms of the difference of the thickness of the hair of a blonde and a brunette. In spite of this, great stress must be laid on further research and the adoption of new techniques.

There is always a market for the right instrument at the right price; there is always a limited market for the first-class instrument at a high price, but there is no market for the shoddy instrument at any price. Clever salesmanship is, of course, essential. However good the goods may be, they cannot sell themselves. Unfortunately, the scientific instruments industry as a whole has been very backward in this respect. Its members are craftsmen rather than businessmen, and they have no leader. Somehow they must be stimulated into selling their goods overseas in far greater numbers than ever before, not only to earn money for the Treasury and themselves, but also to restore the prestige of skilled British craftsmanship. We cannot, I repeat, ever match the competition of American mass production. But when it comes to craftsmanship, we can compete with anyone in the world. It is only a pity that the Scientific Instrument Manufacturers' Association does not alter its name to the Precision Instrument Manufacturers' Association. For this would not only remind the world of the precision bombing of the R.A.F., but it would also enable the Association to use the slogan, "To be precise, buy British."

Working on the front component of a giant long-range lens

Above—**LENSES FOR THE R.A.F.: A highly-skilled craftsman cementing the components of an aerial lens. *On right*—The final assembly of the lens for an aerial camera**

Many people imagine that it was only the war and the removal of German competition that helped the British lens manufacturers to excel in this branch of camera-work. That is not so. Even before the war British lenses were being exported in enviable numbers. A British firm—Dallmayers (where the three pictures reproduced here were taken)—produced the world's first rapid rectilinear lens and the first telephoto lens for taking close-up pictures from a long range

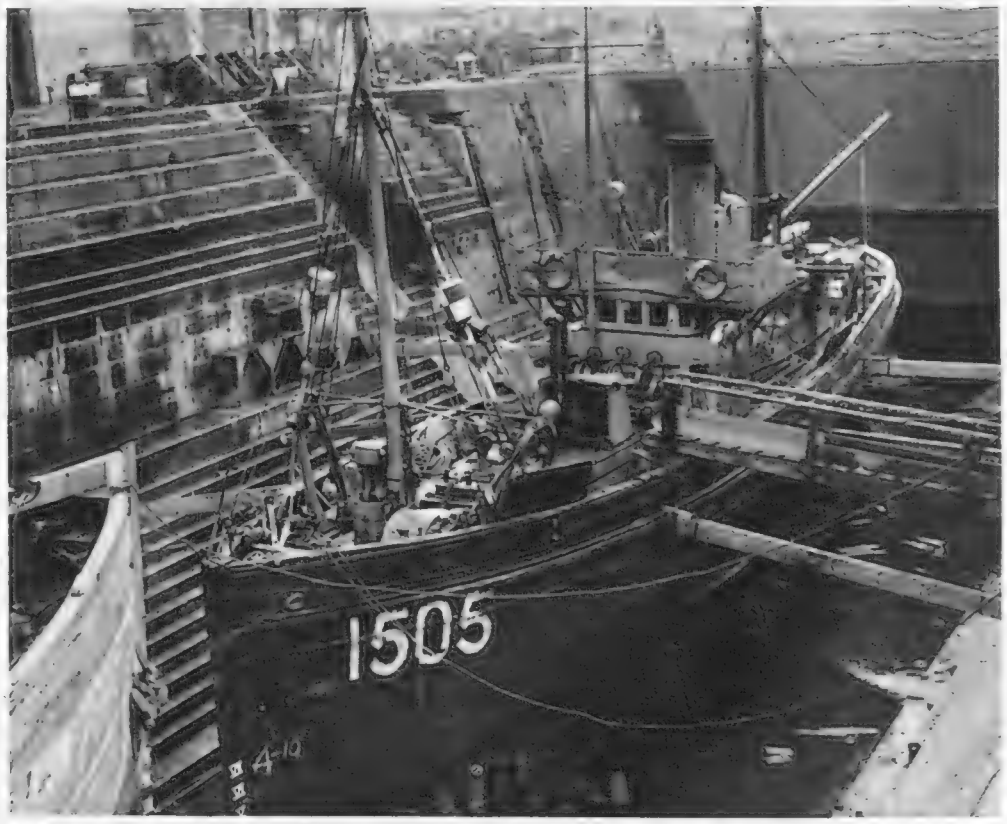
The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

THE SOVIET TRADE UNION DELEGATION AT NO. 10, DOWNING STREET, received by Mr. Churchill in the Cabinet Room. The Prime Minister, who was accompanied by Mr. Herbert Morrison, received the members of the Soviet Delegation, who have been visiting England for meetings of the Anglo-Soviet Trade Union Committee, in the Cabinet Room at No. 10. The delegates were introduced by Mr. George Isaacs, the new chairman of the Trades Union Congress: they were—Vassili Kuznetsov, Evstignei Sidorenko, Efim Savkov, Michael Kuznetsov, Elena Shulga, Michael Falin, and Olga Valler and Galina Krivopalova, interpreters

HOME NEWS
Shown in Pictures

A NEWCOMER TO THE STREETS OF SUBURBAN LONDON: Curious ramp structures similar to the above, built in London side-streets, have mystified many people. Constructed recently, they were to have operated during air raids on London to ensure domestic water supplies. Owing to the labour shortage, many were not completed: these are shortly to be removed; the completed ramps will, however, remain

THE FIRST EXPERIMENTAL "CHILDREN'S FLAT" opens in Bermondsey: some of the girls making rugs. Tucked away in a back street near London Bridge, and almost surrounded by railway arches, is Barnham Buildings, Bermondsey, where the first experimental "Children's Flat" is to be started. Our photographer has just seen some of the boys and girls between five and fourteen who will run the five-roomed flat. They will do the cleaning and tidying-up, cook meals for their own canteen, set up a room for their homework, organise games and act plays. The idea originates from the Bermondsey Council of Social Service, who have taken the flat. It is termed "experimental" because they are open to suggestions, and they hope these will come from the children



H.M.S. "FISHER BOY," A TWENTY-EIGHT-YEAR-OLD DRIFTER WHICH DEALS WITH NEW TYPES OF GERMAN MINES, in dry-dock for the first time in four years. One of the war's most hazardous undertakings, recovering new types of enemy mines intact, is a specialised job of H.M.S. *Fisher Boy*, a twenty-eight-year-old drifter, a veteran of the last war and a fishing vessel in peacetime. As a result of her work, Royal Navy experts have learned many secrets of the enemy's mines. Chief Skipper G. W. Brown, R.N.R., a former fisherman of Great Yarmouth, who took command of the *Fisher Boy* early in 1940, said that searching for the mines is the most nerve-racking part of the job. The drifter has just returned to a base in the United Kingdom from mine-clearance work off the French coast. There her most dangerous undertaking was to remove a barge-load of magnetic mines which had been sunk by the enemy in Cherbourg Harbour. The *Fisher Boy* was moored over the barge and the mines were hauled up, while a diver operated below the surface. At Arromanches her crew went ashore to assist in the clearance of beach mines, and she did a good job in the River Orne, where she removed a steel mat laid by the enemy across the estuary

The World of Books—By Vernon Fane

Mr. DURANTY and Mr. FOOTMAN on RUSSIA

In Books about Modern Communism and a Revolutionary Forerunner; Two Above-average Novels by Miss Hansford Johnson and Mr. Bromfield; and Other of the Week's "Offerings"

THERE is no difficulty in picking out the best novel of the week this time, for one of them is dazzlingly obvious for that recommendation. I don't mean that it 's a perfect example of the novel form, or faultlessly written, or stunningly original in theme. It 's none of these things. The basic plot is one of the three original stories ever told, and in this particular telling it is given a weak and unsatisfactory ending. But the fact remains that Miss Pamela Hansford Johnson's **THE TROJAN BROTHERS** (Michael Joseph. 9s. 6d.) is a pretty good novel to choose, this week or any other.

The basic story I spoke of is that of a clown, the woman he hopelessly loves and the simple girl who loves him. It is that, and it is very much more. Sid Nicholls is an unsuccessful music-hall artist. With a little man, Benny, whom he meets in a pub., he devises a new act—a comic horse, of which Sid is to be the hind legs, the author and the manager. The act is a success, and soon Benny's wife Maggie joins it as the spangled ringmaster who puts the horse through its paces.

THE "DESCENDANT" OF A TRAFALGAR FRIGATE NOW SWEEPS THE CHANNEL: Miss Clemence Dane has written a book, *He Brings Great News*, about the Battle of Trafalgar and about the frigate *Pickle*, which brought the news of the victory to Britain. While she was collecting material for this book in the Admiralty library, quite by chance she met Lieut.-Commander F. C. V. Brightman, R.N., the officer commanding the present *Pickle*, a fleet minesweeper and the eighth of her line. The *Pickle* played a leading part in the Normandy landings and helped to sweep hundreds of miles of the Channel. In this picture, Lieut.-Commander F. C. V. Brightman is reading Miss Dane's manuscript of the book about the original frigate

If you have ever seen a good act of this kind (I remember a wonderful one in, I think, a Cochran revue), you will know how hilariously funny it can be. Sid's horse was like that, and Sid himself popular, ugly, vulgar and full of vitality. During the act it was his custom to pick out members of the audience through a slot in the horse's side, and single them out for flattery or comic abuse. One evening he spied a cousin of his, Betty, pretty, impassive and painted in the prevalent fashion of the '20's. Gaily he hurls an insult at her, and is not surprised when she and her husband come around after the final curtain to demand an apology.

But Sid is irrepressible. Betty may have risen in the world—she is, in fact, a fanatical social climber—but she is still Betty whom he despises and rather dislikes. Unfortunately, his contempt is not strong enough to counteract his infatuation with her. He falls passionately in love with her, and their affair is only ended by her in a moment of fear and revulsion. But the funny, clever, ugly little man cannot forget her. He follows her about. In the end he murders her, and makes no attempt to save himself.

Not only because of the strength of the theme, this novel is far ahead of Miss Hansford Johnson's earlier work. It is brilliantly observed and uncompromisingly true to itself. The love-story is worked out with honesty and, as far as I was concerned, succeeded in convincing. It is only in the last chapter or so that the story falters and loses the *inevitability* which till then has set it in the class of really first-rate fiction. But neither that nor the terror of one of its passages must deter you from reading it. This is the book of the week, and as such a "must."

"Oh, what a piece of work is man!" And, oh, what a piece of superb, engine-turned, precision-tooled work is a character by Mr. Louis Bromfield. **MRS. PARKINGTON** (Cassell. 10s. 6d.) is one such. Not a matriarch, but the portrait of a matriarch. Not an exquisite, much-travelled and immensely rich octogenarian, but a picture of one by the most fashionable photographer of the day, and taken through a kindly layer of gauze.

It isn't that this new novel isn't entertaining; because it is—quite entertaining. And as readable as the most compelling advertisement. And as smoothly constructed as a good Swiss watch. It is simply that the book never comes alive for one moment, and arouses no emotion stronger than, according to temperament, slight envy or faint disgust at the quantities of champagne consumed in its pages. My own emotion there, I would like to add, comes down heavily on the side of envy.

Mrs. Parkington is an old lady of eighty-four whose fortune, left to her by a blustering, ruthless, yet affectionate, husband, reaches into more millions of dollars than she can conveniently remember. Her own children, in their fifties and sixties as the story opens, have been disappointments, either dulled or embittered by the weight of money and privilege that has been theirs. One of them drinks, one has the most perverted tastes, one has raised dullness to the dignity of a profession. Only Mrs. Parkington is wise, humorous, gentle and yet forthright. Mrs. Parkington, in other words, is just exactly too good to be true.

Mr. Walter Duranty writes as he pleases—we have his own word for it. In his new book, his independence has excellent results, though they may not be as startling as his method suggests. **U.S.S.R.** (Hamilton. 15s.) is the story of Soviet Russia from 1917 to the present day, and it is the work of a foreign correspondent who has known that country for almost as many years, and has kept a profound admiration for it. He traces its painful and violent internal history with lucidity and, because he is a good newspaperman, in the most readable manner. Most characteristic of all, he is consistently controversial.

"It is a singular fact," writes Mr. Duranty, "that although the Bolsheviks from the beginning had decreed full legal, political, economic and social equality between men and women in Russia, there were no female defendants in any of the treason trials." The writer explains this by saying that there are no women members of the disloyal opposition because women, as a sex, benefited more than men from the Bolshevik Revolution.

"Stalin," he writes elsewhere, "found it necessary to abandon 'Communism' so-called, which offered no incentive to the average man, and to revert to a system which is almost equivalent in method to Capitalism. . . . I can say that Russian methods to-day are not far remote from those of capitalist countries."

The final paragraph is particularly worthy of quotation: "In addition to the basic statement of the Moscow protocol, that the three Great Powers involved would fight the war together to a finish and stand together in framing Peace and post-war reconstruction, a statement which confounded the hopes of enemies and answered the doubts of friends . . . it involved the recognition by the United States and Britain of Russia's passage from the larval state of revolutionary pariah, through an indeterminate cocoon period of half-friend, half-foe, to full acceptance as an ally and Great Power."

You may disagree with some of Mr. Duranty's most passionately-held convictions, and I can imagine his being surprised if you did not, but I think you will be stimulated by the breadth and the extraordinary pace of his book, and by its provocative manner.

Mr. David Footman's new book is about a very different Russia—the Tsarist Russia of the '70's and the plot to assassinate the Emperor Alexander II. **RED PRELUDE** (Cresset Press. 12s. 6d.) is the biography of Zhelyabov, the leading spirit of that Russian revolutionary party which made the plan for the bomb attack and carried it out. Zhelyabov was born in 1850, a serf in the Crimea, and grew up convinced that his role was that of a reformer. As he matured, he felt that peaceable methods would be useless, and he eventually became the leader of a small party, most of them young people, committed to a ruthless war against the Imperial Government machine.

This war culminated in the assassination of the Emperor, but it included a series of previous attempts on his life, and these are described in detail, together with the elaborate preparations for them. After the Emperor's death the conspirators were arrested, and five of them, including one woman, hanged. In his last speech, Zhelyabov said: "My personal task . . . has been to work for the common good. I tried first to do this by peaceful means. Later on I was forced to turn to violence. I would willingly abandon violence if there were the possibility of serving my ideals by peaceful means."

It is said that, although he was emphatic that revolution must be brought about by other means, Lenin paid full tribute to the contribution of this party, and regarded Zhelyabov as the ideal revolutionary leader. Of Zhelyabov's own opinions, perhaps the most striking is his dictum that "History moves too slowly. It needs a push."

WINGATE'S RAIDERS (Harrap. 8s. 6d.) is a straightforward and very welcome account of the formation by Brigadier Orde Wingate of a small group of specially-trained men, who were first known as a Long-Range Penetration Group, and later as Wingate's raiders, his Mob, or, by himself, as the chindits. That name Wingate took from a mythological beast, half-lion, half-griffin, which, carved in stone, keeps guard over Burmese temples. He meant this title to symbolise the close union between the ground and air forces, and it is a name which has stuck.

Mr. Charles Rolo's book is well timed and well designed. It is primarily the work of a good journalist and not a profound study of the man and the soldier. Its great value to the reader, whether contemporary or, in years to come, doing research on the campaign, is its crisp, factual account of the building-up, equipment and first operations of the force which was made up of city-bred Englishmen, of tinkers, tailors, shopkeepers and of the sturdy, loyal Burmese.

Together these men penetrated behind the Japanese lines in North Burma, facing constant danger from wild animals, sickness, isolation and the threat of an enemy ten times stronger than themselves. It is an epic, however unemotionally it is written, and Mr. Rolo's cool style does his subject a service.

LONDON WEST (Studio. 15s.) is a nostalgic picture-book, written and illustrated by Mr. Francis Marshall, many of whose drawings have appeared in *Vogue*. That chic and individual imprint is, as a matter of fact, clearly to be seen on this charming and somehow unreal little publication, in whose pages débutantes whisk their trains and feathers in and out of photographers, and streams of Rolls-Royces return from Ascot. It is all very pretty, and very far-away, and an amusing and frivolous pastime for a dingy, wartime afternoon.

A FIFTEEN-YEAR-OLD GIRL RINGS THE BELLS OF LEICESTER CATHEDRAL FOR FOUR HOURS: Jill Poole, aged fifteen, pictured in the belfry at Leicester Cathedral, where recently she took part in the ringing of a "Cambridge Surprise Maximum," which took 3 hours 59 minutes to perform. Jill, who is the youngest ringer ever to have taken part in such a ringing, rang her first peal only last January. She is the daughter of Inspector J. H. Poole, secretary of the National Guild of Police Ringers and the Ringing Master of Leicester Cathedral

The Shaftesbury Homes and "Arethusa" Training Ship

There are difficulties to be faced everywhere, but this Society, which has completed over a century of service for the welfare of young children, is still carrying on. If, amongst the many calls on your purse, you can send a gift to the Headquarters, 164, Shaftesbury Avenue, London, W.C.2, your help will be gratefully acknowledged.

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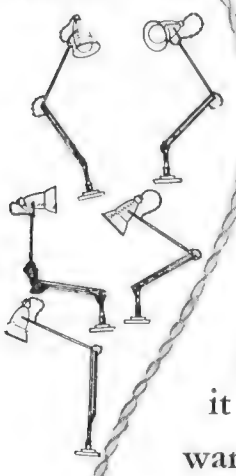
SOME OF ITS 1001 ANGLES



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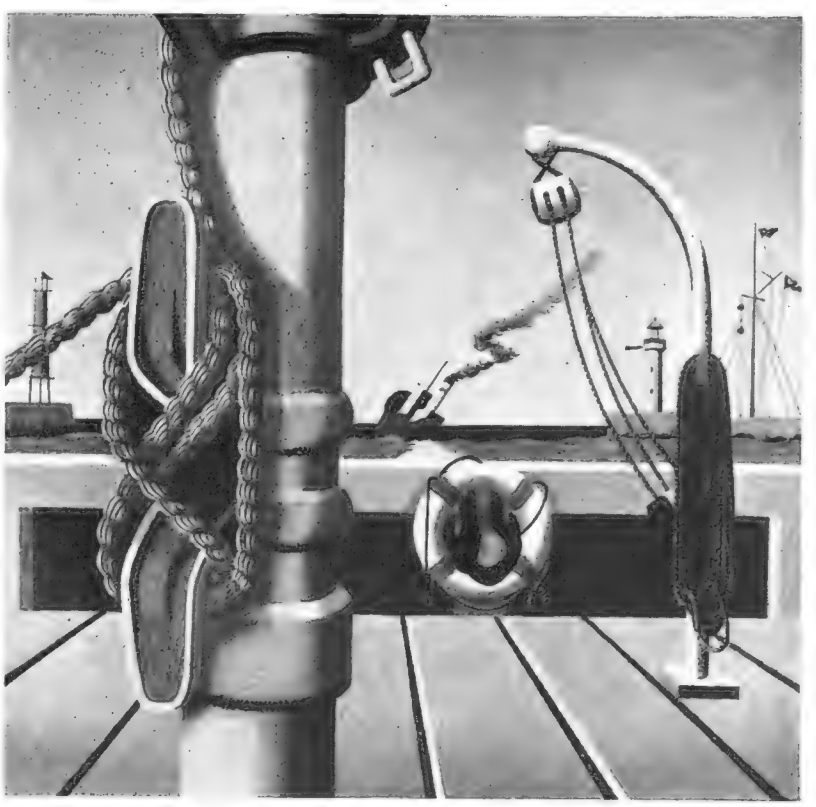
DOWN TO THE SEA IN SHIPS



THE sea flows in the veins of Britain, and in our bones is a love of ships, whether they are those of the Royal Navy, towering transatlantic liners, " dirty British coasters " or the last graceful relics of the age of sail. One does not readily associate ships with the chemist, yet all are witnesses to his work. Stockholm tar, for example, which for at least 250 years has been used to preserve ropes, is an organic chemical obtained from wood. Though still widely used, it is challenged by new chemicals such as copper naphthenate, polychlorphenols and crude cresols. Without chemical research there would be no progress at sea any more than on land, and since steam and oil replaced sail, the work of the chemist has become increasingly important. Steam-driven vessels carry chemical equipment — involving the use of silver nitrate — to detect the presence of salt in boiler feed water, and to protect boilers from damage. The foul growths on a ship's bottom, which cause big losses in speed are prevented by special paints containing copper and mercury compounds. The Royal Navy depends on the chemist to produce more powerful explosives for torpedoes, mines and shells and better alloy steels for guns and armour plate. Chemistry plays an essential part in safety at sea. The self-contained breathing apparatus in use by divers depends on soda lime. Holmes Lights, to show the position of life-saving rafts, contain calcium phosphide, which, on contact with water, bursts into smoke and flame. Rockets for signalling and for carrying out life-lines are propelled by explosives, and the coloured stars used in signal rockets are produced by calcium, barium and strontium salts. Synthetic dyes are necessary for colouring lifeboat sails a bright shade of red, the colour most easily seen against the horizon ; and boat covers yellow, which stands out best against the sea and is most easily " spotted " by patrolling aircraft. Lifeboats may be equipped with chemical sets to make seawater drinkable. Of all disasters at sea, fire is the most feared. The chemical industry supplies carbon tetrachloride, carbon dioxide, methyl bromide and the chemicals for fire extinguishers on ships as on land. Britain's continued pre-eminence on the sea must rest to some degree on the inventiveness and skill of her chemists.

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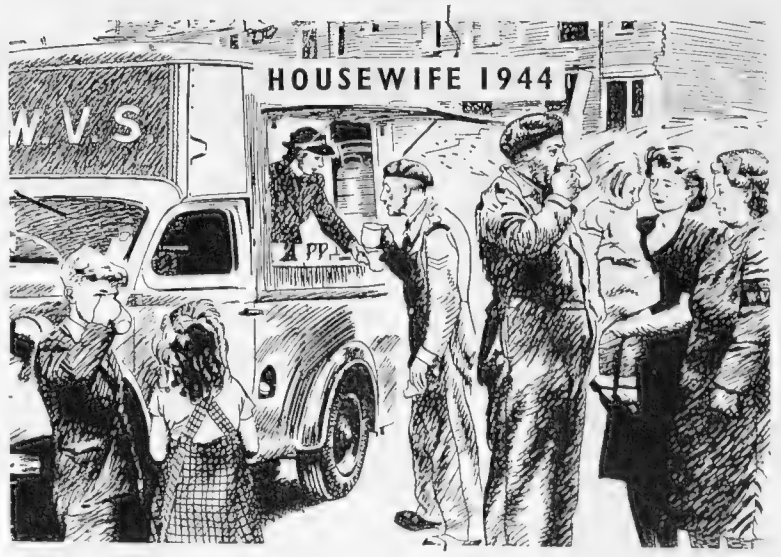
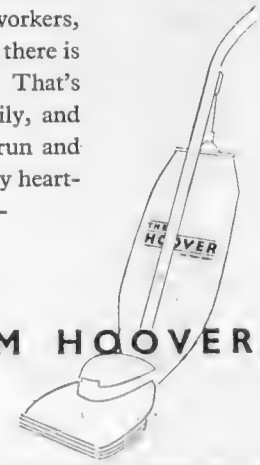


The Hand that held the Hoover helps the Bombed !

When an "incident has occurred," nobody is more welcome to 'bombed out,' wardens, and demolition workers, than the W.V.S. with their mobile canteens. Now there is a bite to eat, and a cup of tea to hearten them. That's only one of the many jobs W.V.S. do, voluntarily, and without pay, and they nearly all have homes to run and families to look after as well. As a token of our very heartfelt admiration for this splendid Service we say —



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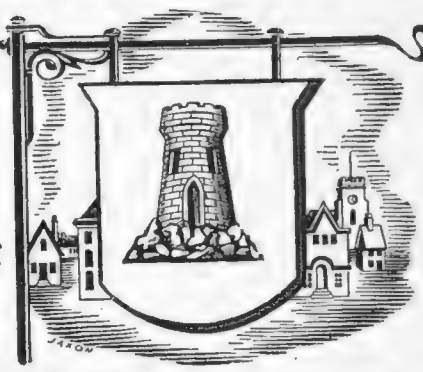

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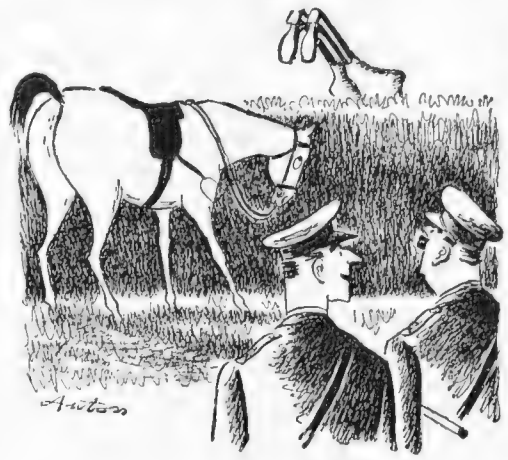

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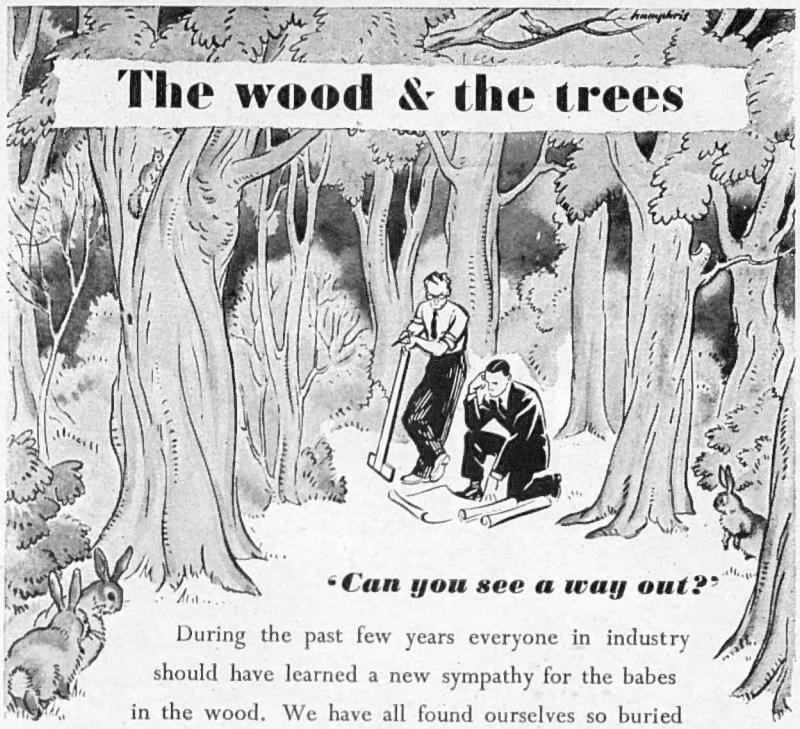

The wood & the trees

'Can you see a way out?'

During the past few years everyone in industry should have learned a new sympathy for the babes in the wood. We have all found ourselves so buried in illimitable forests of innumerable trees that each of us must have wondered at times, if there really was a way out.

At such depressing moments, many fine engineers have found it useful to get an outside view: "*Have a look at this, Simmonds. Can you see a way out?*" Sometimes we can. Not because we are more clever than the people we serve—but because we can more easily stand back from the problem. And, of course, because tackling the problems of one industry often helps in solving those of another.

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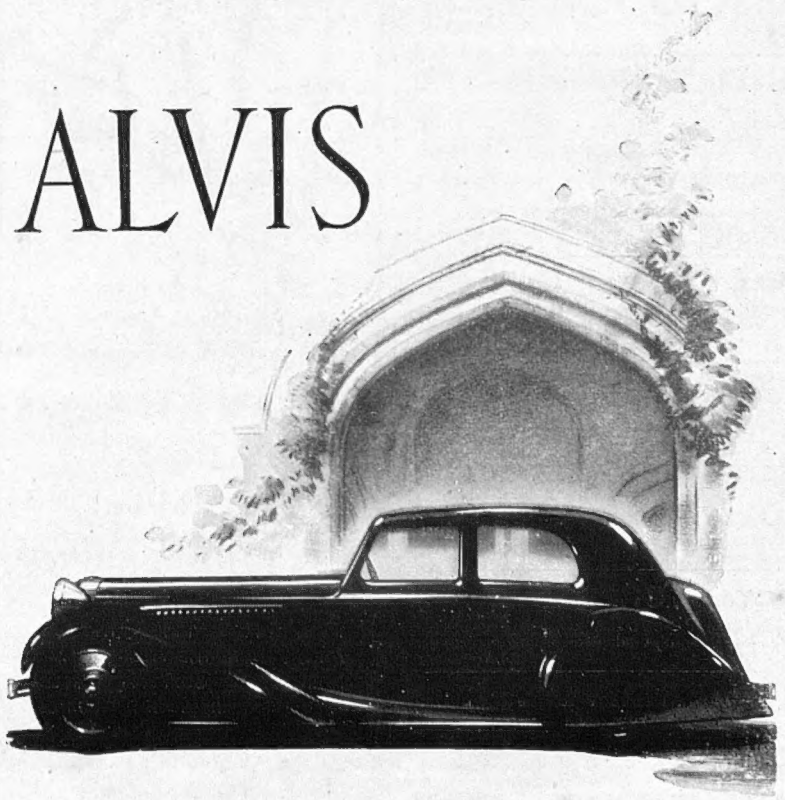

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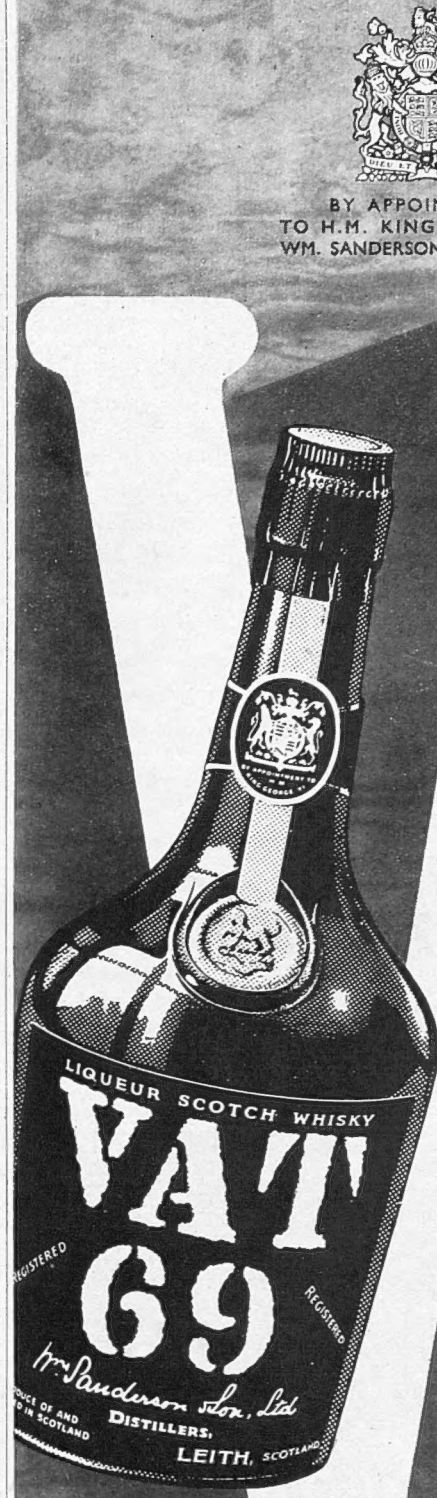

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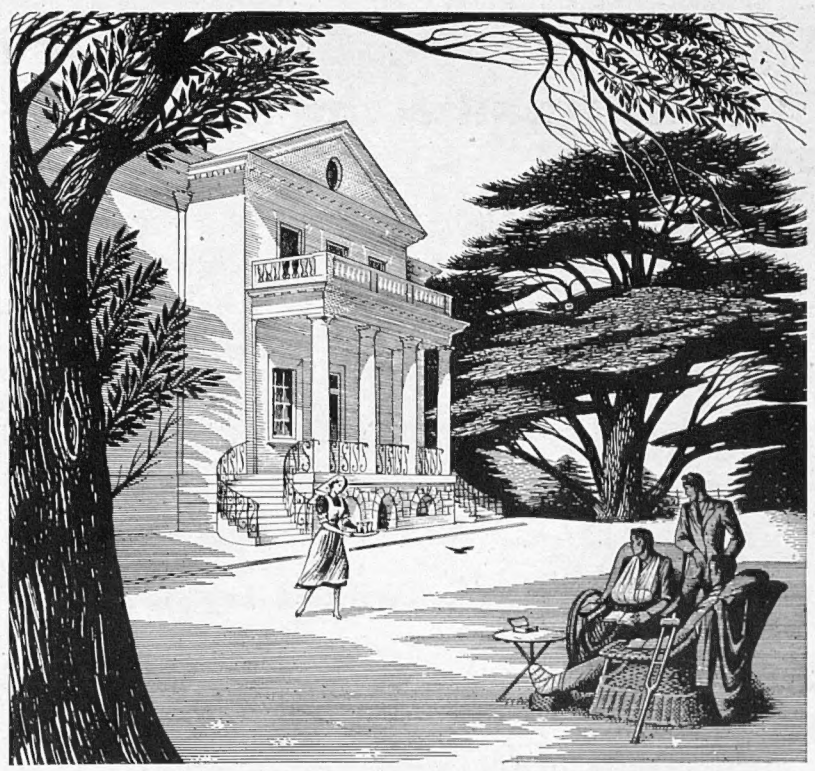

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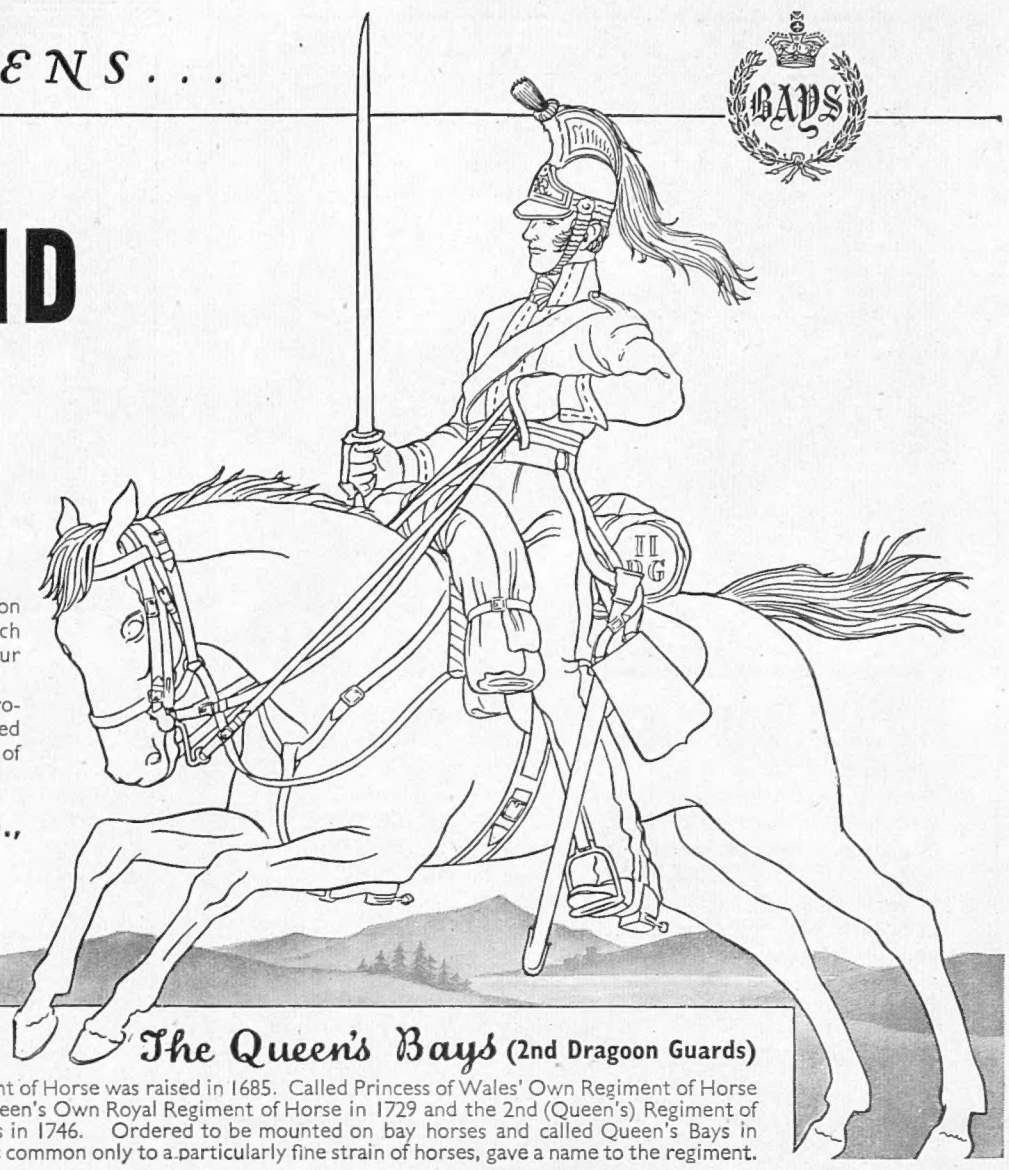

The Queen's Bays (2nd Dragoon Guards)

The 3rd Regiment of Horse was raised in 1685. Called Princess of Wales' Own Regiment of Horse in 1715; the Queen's Own Royal Regiment of Horse in 1729 and the 2nd (Queen's) Regiment of Dragoon Guards in 1746. Ordered to be mounted on bay horses and called Queen's Bays in 1767. Qualities common only to a particularly fine strain of horses, gave a name to the regiment.

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Records of all communications referring to these Glasses are being kept for the purpose of contacting the writers at a later date. Shall we add your name to the list?

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